S. HRG. 98-126—PT. 4

ENERGY AND WATER DEVELOPMENT APPROPRIATIONS FOR FISCAL YEAR 1984

HEARINGS

BEFORE A

SUBCOMMITTEE OF THE

COMMITTEE ON APPROPRIATIONS

UNITED STATES SENATE

NINETY-EIGHTH CONGRESS

FIRST SESSION

ON

H.R. 3132

AN ACT MAKING APPROPRIATIONS FOR ENERGY AND WATER DEVELOPMENT FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 1984, AND FOR OTHER PURPOSES

Part 4 (Pages 2077-2649)

NONDEPARTMENTAL WITNESSES

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ENERGY AND WATER DEVELOPMENT APPROPRIATIONS FOR FISCAL YEAR 1984

WEDNESDAY, APRIL 6, 1983

U.S. SENATE,
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,
Washington, D.C.

The subcommittee met at 10:05 a.m. in room SD–192, Dirksen Senate Office Building, Hon. Thad Cochran presiding.

Present: Senators Cochran, Abdnor, Johnston, Huddleston, and Burdick; also present: Senator Long.

NONDEPARTMENTAL WITNESSES

OPENING REMARKS

Senator COCHRAN. The subcommittee will come to order.

Chairman Hatfield has asked me to chair this hearing this morning. I am pleased to have this opportunity to welcome all of you. We are looking today into the request for funding of activities in the lower Mississippi Valley area with emphasis on flood control, trying to protect land, property, and human lives from the ravages of floods which we are all too familiar with in our area of the country.

We do have a large number of witnesses this morning to be heard, and we have prepared statements which have been submitted. Your testimony will be most helpful as we develop the 1984 bill. We will make those a part of the record in full and ask you to summarize or make such highlight comments from those statements that you choose so that we will have an opportunity to discuss some of the issues that are raised.

We all realize the immense importance of continued funding for many of these important projects. Flooding has a very serious impact in the lower Mississippi Valley, as we all know. The Mississippi River and tributaries project, and many smaller projects in the lower valley, are of critical importance to the people of the region. I am confident the subcommittee recognizes all of this and will continue to support funding that is required to move ahead to achieve the full savings that are possible with these projects on schedule and under construction.

I hope that those who are here before the subcommittee today will try to identify priorities for us and point out those projects that are in need of urgent funding. We do have a lot of problems with budget constraints. The continued increase in deficits is troublesome to all of us.

We have to recognize that there are limits to the amount of money that is available for these projects. Nonetheless, we, at the same time, want to help assure that adequate levels of funding will be available.

I will say at the outset that Senator Stennis is not here this morning and he regrets his inability to be here. His wife is ill and he is in Mississippi. He asked that I convey to all of you his greetings and his regrets for not being here at this hearing this morning.

PREPARED STATEMENT

Senator Stennis has provided a statement for the record which, without objection, will be incorporated at this point.

[The statement follows:]

STATEMENT OF SENATOR JOHN C. STENNIS

Mr. Chairman, it is always a pleasure for me to welcome the Lower Mississippi Valley Flood Control Association to these hearings and to hear their valuable testimony.

I can personally remember the terrible devastation of the 1927 floods on the lower Mississippi. It was the most damaging in the history of the lower Mississippi River Valley. An area of about 26,000 square miles was underwater—cities, towns, and farms were flooded—crops were destroyed and industry paralyzed. Hundreds of millions of dollars in property was damaged. A total of 214 lives were lost and 637,000 persons were displaced and thousands of people were left homeless and destitute. This disaster awakened the national conscience to the dire need for flood control in the lower valley.

This fine association was established to keep a focus on the Mississippi River and tributaries flood control project. This is the largest and most comprehensive project for flood control and navigation ever undertaken by man. It represents a tremendous national commitment and has made possible a safe, secure standard of living for the people in an area that covers all or part of 31 States and 2 Canadian provinces. This enormous undertaking requires a never-ending construction and maintenance effort to assure that the terrible devastation of the 1927 flood will never again recur.

I was pleased that President Reagan, even in a time of great austerity, recognized the importance of the Mississippi River and tributaries project and has recommended continued funding of necessary work. I was pleased to support the funding for the Mississippi River and tributaries project in the emergency jobs bill. The funds approved in the jobs bill are for necessary work and will go for projects important to the overall flood control effort.

I want to commend the outstanding efforts of the Lower Mississippi Valley Flood Control Association and its able leadership—Senator David Pryor of Arkansas, Congressman Paul Simon of Illinois, and Congressman Bill Emerson of Missouri. These dedicated leaders, working as a team with the Corps of Engineers, are insuring that the Mississippi River will remain under control.

STATEMENT OF HON. J. BENNETT JOHNSTON, U.S. SENATOR FROM LOUISIANA

Senator COCHRAN. Senator Johnston.

Senator JOHNSTON. Thank you very much, Mr. Chairman.

Let me say I am very pleased you are here to chair this hearing. I have full confidence that as I have to leave and go to the Budget Committee markup that this committee will be in very good hands. As a matter of fact, I would leave you to even make the decisions about Louisiana such is my confidence in you. For those of you who don't know, Louisiana and Mississippi think very much alike. We are from the same region, from the same philosophy. We understand the importance of flood control and navigation, and it is a real pleasure to be here, not only with my colleague but with you people who, in my judgment, represent the cream of the leadership of Louisiana, Mississippi, Texas, Oklahoma; I think we also have a couple of Kentuckians, Tennesseeans, Missourians. And having been in water resources and been with you people over periods of many years—over 10 years in the Senate—I can say that you do represent the cream of leadership and what is good for our areas.

We will prosper if what you do and what you stand for prospers.

RED RIVER WATERWAY, LA.

As I say, I am going to have to go to the Budget Committee markup, but let me say for the record, Mr. Chairman—and I hope you listen with particular interest—that we need some additional funding on Red River Waterway project. We have been delayed inordinately on that particular project in the past, and it is something we want to catch up. We just don't want to keep falling farther behind.

RED RIVER BANK STABILIZATION AND LEVEE PROTECTION

In addition to that, we have a real emergency situation along Red River with respect to bank stabilization and protection. Levees have actually caved away in a couple of areas. If we don't fix them and don't accelerate that stabilization process, then the first thing we risk is danger of flooding. We could risk losing the KCS tracks in Red River Parish. But as with any maintenance and prevention project, if we act now, we can save some money. If we delay, we are likely to have to spend more later just to get to where we are at this particular time.

There are two authorizations, a Red River emergency bank protection authorization and another with Red River levees and bank stabilization below Dennison Dam. Much of it is above the area authorized for the Red River navigation project, but it is very, very important to protect farmland, to protect property, and indeed to protect lives in some instances. They are asking a total of $25 million for those two projects.

We discussed those yesterday. I hope you will give particular attention to that.

BAYOU BODCAU AND TRIBUTARIES, LOUISIANA

I want to say to our friends from Bossier Parish with the Bodcau project, we spoke yesterday about moving that project from jurisdiction of the the New Orleans District to the Vicksburg District. We have since talked with the Corps and the Corps agrees, and that transfer will be made. We are also working on getting reimbursement, as you know, for moneys expended on Bodcau previously that should have been properly a Federal responsibility. We don't know what the odds are on that, but we will be in there working.

So, Mr. Chairman, with a thanks to you and a thanks to our witnesses out there, let me say that it is a pleasure to be here with you.

Senator COCHRAN. Thank you, Senator.

Senator Johnston has been closely involved in many of these projects for over the past 10 years, and his leadership and influence on this committee, of course, is of extreme importance, critical to the outcome of the appropriations process. He is a friend and a friend of the entire region, and I am really glad you took time to come by at the beginning of this hearing to greet the witnesses and make those statements for the record.

Senator JOHNSTON. If I may say, Mr. Chairman, I would be here for every bit of the testimony except I have to go protect our position on the Budget Committee. The Budget Committee is the first step in this whole process. You have to have your funding numbers with the Budget Committee big enough to accommodate the modest request you make for water resources. I want to be sure those numbers are large enough.

Senator COCHRAN. In the first 15 minutes, you will develop a consensus on defense spending and then move on.

Senator JOHNSTON. If we have to move a little bit out of defense to the Red River, we will do that, too. [Laughter.]

Senator COCHRAN. Thank you very much.

LOWER MISSISSIPPI FLOOD CONTROL PROJECTS

STATEMENT OF T. M. SIMMONS, EXECUTIVE COMMITTEE CHAIRMAN, LOWER MISSISSIPPI VALLEY FLOOD CONTROL ASSOCIATION, AND PRESIDENT, YAZOO-MISSISSIPPI DELTA LEVEE BOARD

INTRODUCTION OF WITNESSES

Senator COCHRAN. Our first group of witnesses this morning is representing the Lower Mississippi Valley Flood Control Association. We have Mark Simmons who is executive committee chairman of the Lower Mississippi Valley Flood Control Association and president of the Yazoo-Mississippi Delta Levee Board, Clarksdale. I recognize Joe Mooney, also from Clarksdale, chief engineer of the Yazoo-Mississippi Levee Board. We also have Burrell Fair, chief engineer of the St. Francis Levee Board of Arkansas, West Memphis, and Arthur Theis, chief engineer, Louisiana Department of Transportation and Development, Office of Public Works, in Baton Rouge.

We welcome you to the committee and ask you, Mark, to proceed in any way you choose. I turn this over to you.

Mr. SIMMONS. Mr. Chairman, distinguished members of the committee, my name is Mark Simmons. I am from Belzoni, Miss., where I operate a farm and raise cattle. I am the president of the Yazoo-Mississippi Delta Levee District of Clarksdale, Miss. I am also the chairman of the executive committee of the Lower Mississippi Valley Flood Control Association and I appear here as spokesman for that association to present its views on the funding requirements for the Mississippi River and tributaries project for fiscal year 1984. I will present several items of general interest to all our membership and then call on others to testify concerning specific items.

Mr. Chairman, I assure you we will be as brief as possible.

INTRODUCTION OF SUPPORTING WITNESSES

Before I get started with my statement, first I would like to recognize all the members of the Mississippi Valley Association and their guests who are here with us today supporting our asking. If they would stand, I would appreciate it. [Large group standing.]

Senator COCHRAN. That is a fine group. We welcome all of you to the hearing and appreciate your attendance very much. And, without objection, we will include in the record a list of all those individuals who are here this morning.

[The information follows:]

LOWER MISSISSIPPI VALLEY FLOOD CONTROL ASSOCIATION—INDIVIDUALS WHO ATTENDED HEARING

MISSOURI

Consolidated Drainage Dist. #1

Mr. Glenn Ault, Jr.
Mr. David B. Brewer

Drainage Dists. No. 6 & 8

Judge D.J. Merideth, Jr.

Levee Dist. #3 of Miss County, MO.

Mr. Hugh Hunter Byrd

Little River Drainage District

Mr. Larry Dowdy
Mr. Dale W. Cato
Mr. Harry H. Bock
Mr. Vic Downing
Mr. Joe Mulcahy

TENNESSEE

Obion-Forked Deer Basin Authority

Mr. Richard Swaim
Mr. Neal Smith
Mr. Alex Leech

West Tennessee Tributaries

Mr. M. V. Williams

ILLINOIS

Associate Member

Mr. Wayne Barber

ARKANSAS

Chicot County Drainage District

Mr. William W. Bunker
Mr. Marvin Buffington
Mr. Geno Mazzanti

Cotton Belt Levee District

Mr. J. R. "Pete" Topp

Drainage District #7

Mr. Wayne Hinds

Helena Improvement District

Mr. James C. Frazier

Laconia Drainage and Levee District

Mr. Al Haraway, Jr.
Mr. Gene Raff
Mr. Raymond Galloway
Mr. Larry L. Allen

L'Anguille Improvement District

Mr. Richard Imboden
Mr. Mike Wood
Mr. Trent Felton
Mr. Dan Felton, III
Mr. Tom B. Smith
Mr. Harold Cox

St. Francis Levee District of Arkansas

Mr. James Campbell
Mr. Sanders Carter
Mr. William W. Clarke
Mr. Dan Felton
Mr. Everett Hood
Mr. C.D. Lowrance
Mr. Thomas McDaniel
Mr. Gordon Morris
Mr. Paul Owens
Mrs. Gloria Ritter
Mr. W. M. Smith, Jr.
Mr. Burrell Fair
Mr. Bill Felty
Mr. Davdid Rains, Jr.
Mr. Ronald G. Owens

White River Drainage District

Mr. Charles Roscopf
Mr. J. B. Lambert, Jr.
Mr. David Solomon

MISSISSIPPI

Lead Bayou Drainage District

Mr. Rogers Hall
Mr. Charles Dean

Mississippi Levee Board

Mr. F. H. Nance
Mr. Murry Alexander
Mr. Deloach Cope
Mr. J. Drue Lundy

Mr. Rives Carter
Mr. John Darnell
Mr. Charles Tindall
Mr. Newman Bolls

Yazoo-Mississippi Delta Levee Board

Mr. N. Craig Brewer, III
Mr. A. Barnes Archer
Mr. J. W. McClintock, III
Mr. John W. Whitten
Mr. Henry C. Waterer
Mr. Joe Mooney
Ms. Linda Dallas
Mr. Robert Sayle
Mr. Jerry Caffey
Mr. Robert Coker
Mr. T. Mark Simmons

LOUISIANA

Atchafalaya Basin Levee District

Mr. Wallace Hargraves
Mr. H. M. Kimball
Mr. James Erny
Mr. W. O. Clause
Mr. L. J. Grezaffi
Mr. Fred Smith
Mr. Eugene Roy
Mr. Robert Wilkinson

Cane River Levee and Drainage Dist.

Mr. Henry C. Gahagan, Jr.

Jefferson Levee District

Mr. William F. Middleton

Louisiana Department of Public Works

Mr. Arthur Theis
Mr. Richard L. Bennett
Mr. Coan Bueche

LOUISIANA CONT'D

Red River Waterway Commissioners

Mr. L. V. Myles
Mr. Donald Sonnier
Mr. Ben Littlepage
Mr. Norman Budd
Mr. Dick Gibson
Mr. Jiff Hingle
Mr. Darrell Williamson

Red River Waterway Representatives

Mr. James E. Bagley
Mr. H. David Smith, Jr.

New Orleans Port Commission

Colonel Herbert Haar
Mr. Edward S. Reed

Orleans Levee Board

Captain William Slatten

Plaquemines Parish Commission

Mr. William A. Roe

Pontchartrain Levee District

Mr. David LaBorde
Mr. Chester Diez
Mr. Gerald Dyson
Mr. E. J. Veron
Mr. Joseph Gautreau

Tensas Basin Levee District

Mr. H. A. Boughton
Mr. Merlin Pistorius
Mr. John Stringer
Mayor Dave Norris
Mr. Rex Kervin
Mr. George Mann

ASSOCIATION MAKEUP

Mr. SIMMONS. Also, Mr. Chairman, we feel very honored to have our own Senator from Mississippi to chair this important group of this subcommittee.

Most of you are aware our association is an agency composed almost entirely of public bodies in parts of Illinois, Kentucky, Missouri, Tennessee, Arkansas, Mississippi, and Louisiana. Our members are public officials who, for the most part, are elected by the people. Our association, which is composed of levee boards, drainage districts, port commissions, and other local units of governments engaged in water resources development at the local level, has been serving the people of the lower Mississippi Valley for 55 years, and we provide the means for all the people of our great valley to speak and act jointly on all flood control, bank stabilization, navigation, and major drainage problems.

We come before you this year in support of the Mississippi River and tributaries project which was established by the Flood Control Act of 1928.

It will be our purpose to present testimony only on those items in the budget which we feel are insufficient in amount. We will not burden you with oral testimony on those projects on which we will not request an increase; some of our group may desire to file statements for the records with reference to them. I will present brief testimony on two items of general application through the valley, namely Mississippi River levees and channel improvement programs.

Our executive committee is composed of outstanding business and professional men representing each of the seven States within the valley. They are men of wide experience in business, professional, and civic life. They are mature in their judgment and responsible in their actions. It, therefore, has been no easy task for that committee to arrive at a recommendation based on urgent needs and yet tempered in the light of the grave fiscal problems which face the Federal Government. I say these things to emphasize that our request was not arrived at by whim and fancy.

It has been our considered opinion for the last several years that if we were ever to substantially complete this great project on any reasonable economic basis, annual appropriations on the order of $400 million would be requested. We still think that is true and that any amount appreciably less does not represent either an optimum economic program or a reasonable rate of extension of benefits.

As residents of the valley, we quite naturally have a direct and personal interest in what occurs there, but our request is not based on a provincial point of view. I do not need to remind this committee that flood control for the valley and maintenance of navigation on the Mississippi River are of great importance to our entire Nation. Most of the Nation's petrochemical capacity, for instance, is protected from disastrous overflow by the levee system. Our production of food and fiber is dependent on our security from floods and the adequacy of our drainage systems. A levee failure in this valley that drains over 41 percent of this country would have a devastating effect on the Nation's economic and social well-being.

MISSISSIPPI RIVER LEVEES

I now direct your attention to the item, Mississippi River levees, for which the budget has allowed $27 million and for which we are not requesting any additional funds. These levees are our principal line of defense, stretching intermittently along both banks of nearly 1,000 miles of river and protecting some 28,000 square miles of alluvial valley. Our principal concerns now are the raising of the grade of the levees in the southern part of the valley and the integrity of all the levees.

Many miles of these levees are on poor foundations and the available materials with which they were built are far from desirable. Seepage, both through and under the levees, is a problem in times of high water and could lead to disaster in the form of foundation or structural failure in times of great flood. The science of soil mechanics has progressed to the point that these conditions can be remedied through the construction of berns, adjustment of slopes, and the strengthening of foundations. We believe that progress on this program and the raising of the levees where required are absolutely essential and this work must be pursued with utmost haste.

MISSISSIPPI RIVER CHANNEL IMPROVEMENT

Today we are supporting the budget amount of $52 million for the channel improvement program on the Mississippi River. Within this item are included the funds for the revetment program, navigation improvements, and channel rectifications.

In large measure, this item is the key to our ultimate security in the valley. The revetment program, by arresting the river's meanderings, has prevented the river from encroaching on the levees, thereby largely eliminating the annual sacrifice of large acreages of fertile lands to river erosion. Of very great importance in recent years has been the protection this program affords to the constantly growing industrial complex along the river.

The Mississippi River does not work a 40-hour week; its attack is constant and delivered with tremendous force. We cannot afford, from either the security or economic viewpoint, to allow it to wander uncontrolled through the valley. The $52 million figure in the budget, while not totally adequate, will give greater assurance that the river's attacks can be met and, therefore, minimize the possibility of serious consequences now and in the future.

These two items that I have just discussed—channel stabilization and the main line Mississippi levee system—are the top priorities of our association.

Mr. Chairman, our total request for the Mississippi River and tributaries project for fiscal year 1984 is attached to my statement and I would repeat that we feel this to be a bare-bone request and we will certainly appreciate your consideration of our request.

Mr. Chairman, only recently we have been informed that the Corps of Engineers has additional capabilities that were unknown to us during our meeting to discuss and deliberate on the fiscal year 1984 budget for the Mississippi River tributaries project. In view of this additional data, we would solicit your kind consideration of this capability as related to the requested projects.

EMERGENCY EMPLOYMENT ACT OF 1983

We have also been informed that the recently enacted jobs bill contains funds to be utilized in the Mississippi River and tributaries project, and we recognize that funding should be taken into consideration in determining the program needs and Corps' capabilities.

We also hasten to request that any additional funding that can be provided be equitably distributed among the many worthwhile projects throughout the Mississippi River and tributaries project for the valley so that no area will suffer offsetting reductions in spending to accommodate additional expenditure in another area. Each area represented here today will indicate to this committee its project needs.

Mr. Chairman, in closing, I would like to express to you and other members of your committee our appreciation for this opportunity to appear before you, and I would request that my oral statement be made a part of the official record of this hearing as it does deviate from my previously prepared statement that has been filed with the staff.

Mr. Chairman, with your permission, I will call on other witnesses.

Senator COCHRAN. Mr. Simmons, thank you very much. We appreciate that.

[The statement follows:]

STATEMENT OF MARK SIMMONS, GENERAL SPOKESMAN, LOWER MISSISSIPPI VALLEY FLOOD CONTROL ASSOCIATION

Mr. Chairman and distinguished Members of the Committee, my name is Mark Simmons. I'm from Belzoni, Mississippi where I operate a farm and raise cattle. I am the President of the Yazoo-Mississippi Delta Levee District of Clarksdale, Mississippi. I am also the Chairman of the Executive Committee of the Lower Mississippi Valley Flood Control Association and I appear here as spokesman for that Association to present their views on the funding requirements for the Mississippi River and Tributaries Project for Fiscal Year 1984. I will present several items of general interest to all our membership and then call on others of our group to testify concerning specific items. Mr. Chairman, I assure you we will be as brief as possible.

Most of you are aware our Association is an agency composed almost entirely of public bodies in parts of Illinois, Kentucky, Missouri, Tennessee, Arkansas, Mississippi and Louisiana. Our members are public officials who for the most part are elected by the people. Our Association which is composed of levee boards, drainage districts, port commissions and other local units of government engaged in water resources development at the local level, has been serving the people of the Lower Mississippi Valley for 55 years, and we provide the means for all the people of our great Valley to speak and act jointly on all flood control, bank stabilization, navigation and major drainage problems.

We come before you this year in support of the Mississippi River and Tributaries Project which was established by the Flood Control Act of 1928.

It will be our purpose to present testimony only on those items in the budget which we feel are insufficient in amount. We will not burden you with oral testimony on those projects on which we will not request an increase; some of our group may desire to file statements for the records with reference to them. I will present brief testimony on two items of general application through the Valley, namely Mississippi River Levees and Channel Improvement.

Our Executive Committee is composed of outstanding business and professional men representing each of the seven States within the Valley. They are men of wide experience in business, professional and civic life. They are mature in their judgment and responsible in their actions. It, therefore, has been no easy task for that committee to arrive at an asking figure based on urgent needs and yet tempered in the light of the grave fiscal problems which face the Federal Government. I say these things to emphasize that our asking was not arrived at by whim and fancy.

It has been our considered opinion for the last several years that if we were ever to substantially complete this great project on any reasonable economic basis, annual appropriations on the order of $400 million would be required. We still think that is true and that any amount appreciable less does not represent either an optimum economic program or a reasonable rate of extension of benefits. Were there normal times, we would be seeking an appropriation on that order at this time in the firm belief that we could fully justify the request.

It is, of course, with considerable reluctance that we retreat from that position. Hopefully, it is a temporary retreat, but it is a retreat nonetheless. We believe that as responsible individuals and as conscientious public officials we must face the fact that an economic crisis compels us to tighten our belts. We cannot, in good faith, urge economy on the one hand and ask for greatly increased expenditures on the other. This, then, is a bare bone asking which represents not what we need but what we think is vital to the Nation even in these troublesome times.

As residents of the Valley we quite naturally have a direct and personal interest in what occurs there, but our request is not based on a provincial point of view. I do not need to remind this committee that flood control for the valley and maintenance of navigation on the Mississippi River is of great importance to our entire Nation. Most of the Nation's petro-chemical capacity, for instance, is protected from disastrous overflow by the levee system. Our production of food and fibre is dependent on our security from floods and the adequacy of our drainage systems. A levee failure in this Valley that drains over 41% of this country would have a devastating effect on the Nation's economic and social well being.

I now direct your attention to the item, Mississippi River Levees, for which the budget has allowed $27 million and for which we are not requesting any additional funds. These levees are our principal line of defense, stretching intermittenly along both banks of nearly 1,000 miles of river and protecting some 28,000 square miles of alluvial valley. Our principal concerns now are the raising of the grade of the levees in the southern part of the Valley and with the integrity of all the levees. Many miles of these levees are on poor foundations and the available materials with which they were built are far from desirable. Seepage, both through and under the levees, is a problem in times of high water and could lead to disaster in the form of foundation or structural failure in times of great flood. The science of soil mechanics has progressed to the point that these conditions can be remedied through the construction of berms, adjustment of slopes, and the strengthening of foundations. We believe that progress on this program and the raising of the levees where required is absolutely essential and this work must be pursued with utmost haste.

Today we are supporting the budget amount of $52 million for the Channel Improvement program on the Mississippi River. Within this item are included the funds for the revetment program, navigation improvements and channel rectifications.

In large measure, this item is the key to our ultimate security in the valley. The revetment program, by arresting the river's meanderings, has prevented the river from encroaching on the levees thereby largely eliminating the annual sacrifice of large acreages of fertile lands to river erosion. Of very great importance in recent years has been the protection this program affords to the constantly growing industrial complex along the river. The Mississippi River does not work a 40-hour week; its attack is constant and delivered with tremendous force. We cannot afford, from either the security or economic viewpoint, to allow it to wander uncontrolled through the Valley. The $52 million figure in the budget, while not totally adequate, will give greater assurance that the river's attacks can be met and, therefore, minimize the possibility of serious consequences now and in the future.

These two items that I have just discussed, Channel Stabilization and the Main Line Mississippi Levee System, are the top priorities of our Association.

Mr. Chairman, our total request for the Mississippi River and Tributaries Project for Fiscal Year 1984 is attached to my statement and I would call your attention to the fact that our asking exceeds the Budget amount by only $6,580,000 and I would repeat that we feel this to be a bare bone asking and we will certainly appreciate your consideration of our request.

Mr. Chairman, I would like to express to you and other members of your committee our appreciation for this opportunity to appear before you and with your permission I will call on our other witnesses.

LOWER MISSISSIPPI VALLEY FLOOD CONTROL ASSOCIATION
FISCAL YEAR 1984 CIVIL WORKS BUDGET
MISSISSIPPI RIVER AND TRIBUTARIES APPROPRIATION

PROJECT AND STATE	FISCAL YEAR 1984 BUDGET	LMVFCA REQUEST FISCAL YEAR 1984
GENERAL INVESTIGATIONS		
Mayfield Creek, KY	320,000	320,000
Boeuf-Tensas Basin, AR & LA	185,000	185,000
St. Francis River Basin below Wappapello Lake, MO & AR	585,000	585,000
Yazoo River Basin, MS	225,000	225,000
Atchafalaya Basin (Water & Land Resources), LA	235,000	235,000
Collection and Study of Basic Data	260,000	260,000
SUBTOTAL-GENERAL INVESTIGATIONS	1,810,000	1,810,000
ADVANCED ENGINEERING AND DESIGN		
L'Anguille River Basin, AR	300,000	580,000
Mississippi Delta Region (Salinity Cont. Structure), LA	800,000	1,200,000
SUBTOTAL-ADVANCED ENGINEERING & DESIGN	1,100,000	1,780,000
CONSTRUCTION		
Reelfoot Lake-Lake No. 9, KY & TN	30,000	30,000
St. Francis River Basin, MO & AR	4,400,000	5,400,000
West Tennessee Tributaries, TN	2,700,000	2,700,000
Yazoo Basin, MS:	14,340,000	14,340,000
Big Sunflower River	(3,324,000)	(3,324,000)
Greenwood	(290,000)	(290,000)
Main Stem	(613,000)	(613,000)
Tributaries:		
Except Ascalmore-Tippo & Oppossum Bayous	(3,032,000)	(3,032,000)
Ascalmore-Tippo & Oppossum Bayous	(1,698,000)	(1,698,000)
Upper Yazoo Projects	(4,236,000)	(4,236,000)
Yazoo Backwater	(1,147,000)	(1,147,000)
Atchafalaya Basin, LA	23,800,000	28,300,000
Bayou Cocodrie & Tribs, LA	300,000	300,000
Lower Red River-South Bank Levees, LA	600,000	1,000,000
Old River, LA	65,940,000	65,940,000
Tensas Basin, AR & LA	14,840,000	14,840,000
Channel Improvement, IL, KY, MO, AR, TN, MS, & LA	52,000,000	52,000,000
Miss. River Levees, IL, KY, MO, AR, TN, MS, & LA	27,000,000	27,000,000
SUBTOTAL-CONSTRUCTION	205,950,000	211,850.000
DEDUCTION FOR SAVINGS & SLIPPAGE	- 14,205,000	- 14,205,000
SUBTOTAL-CONSTRUCTION	191,745,000	197,645,000
OPERATION AND MAINTENANCE - SUBTOTAL	95,345,000	95,345,000
GRAND TOTAL - MISSISSIPPI RIVER AND TRIBUTARIES	290,000,000	296,580,000

STATEMENT OF HON. RUSSELL LONG, U.S. SENATOR FROM LOUISIANA

Senator COCHRAN. First let me recognize Senator Russell Long who has joined us here at the hearing. He is a good friend of the entire region and familiar with those projects. He has been very influential in helping to see that adequate appropriation has been approved in the past. We are delighted he comes to join us.

Welcome, Senator Long.

Senator LONG. Thank you very much, Mr. Chairman.

You have a full room of outstanding Americans. They include some Louisianians who are here today and who are prepared to testify before your subcommittee. I will let them discuss these projects in detail. I would certainly hope you will, as you have in the past, give every consideration to both their presentation as well as those of the outstanding witnesses who are before you at this moment.

Mr. Chairman, the rivers and waterways in Louisiana serve the Nation in two distinct ways. They are vital to our Nation's commerce, with the Mississippi River serving as the backbone of the Nation's river traffic. In addition, our waterways serve as a watershed through which 41 percent of the water of the continental United States must flow. As a result, Louisiana, along with Mississippi, has very individual and unique needs. It is also fair to say that water resources projects undertaken there directly affect the Nation as a whole.

For the most part, I am going to rely on the experts who are testifying before you today. I trust their opinions and I hope that you will give them full consideration. Their recommendations are made as a result of careful study and first-hand experience. I would like to comment in particular on two matters of concern.

For one thing, I am disturbed this year to learn that the administration's fiscal year 1984 budget fails to request any funds for two badly needed flood control projects along the Red River. The first is an emergency program authorized in 1968 to prevent the annual loss of thousands of acres of valuable lands due to caving of banks along that river.

The second is the levee and bank stabilization project below Dennison Dam. Restoration of funds for these two Red River basin projects is imperative to guard against its future loss, flooding, and greatly increased construction costs in years to come.

ATCHAFALAYA BASIN FLOOD CONTROL PROJECT

An additional area of particular concern is increased funding for the Atchafalaya basin project. Flood control in the Mississippi River Valley and under the Mississippi River and tributaries project relies upon the channeling of one-half of a project flood through the Atchafalaya basin. Yet the levees and floodwalls in that basin are still far from sufficient to meet the demand. As a result, the lives and property of hundreds of thousands of citizens in the area are endangered and the effectiveness of the entire Mississippi River and tributaries project is compromised.

Completion of flood control measures within the Atchafalaya basin will help insure the overall effectiveness of the Mississippi River and tributaries project. I hope that you will carefully review this particular item.

MISSISSIPPI RIVER NAVIGATION PROJECTS

I also want to call attention to two important navigation items. Yesterday the Port of New Orleans and New Orleans Steamship Association testified requesting that the full Corps capacity of $30 million be appropriated for the operation and maintenance of the lower Mississippi River from Baton Rouge to the gulf. This represents additional funding of $3.5 million over the administration's request and would be a good investment in our waterway transportation system. History has shown us if we do not spend necessary amounts on maintenance we will have to spend a great deal more in future years.

In addition, I am interested and hope there will be future consideration of the 55-foot channel project to provide deep-draft navigation on the lower Mississippi River. We have talked about this project and its benefits of less expensive water transportation for many years.

In my judgment, it is time for action. For this reason, I hope the committee will recommend the Corps' full capability of $2.1 million to complete the studies for deepening the Mississippi River.

Mr. Chairman, I appreciate the consideration given by your subcommittee to water resources projects in Louisiana and across this Nation. I realize that you and other members of the subcommittee have an extremely difficult task. This committee must evaluate the many, many meritorious requests. I only ask in your evaluation you consider our special problem and the overall contributions of our waterways to our State and Nation. I believe in doing so, you and other members of the subcommittee will understand the basis of our request, and I urge you to carefully consider it and weigh the testimony of the individuals who appear before you today.

Senator COCHRAN. Thank you very much, Senator Long. We appreciate your observations and information you are making available to the subcommittee.

Senator LONG. Mr. Chairman, I just want to say, I say to our Louisiana people, I am late getting here because I had a meeting with our World's Fair people who are working with an exhibition of what we have in Louisiana. We hope to have a lot of business from Mississippi.

Senator COCHRAN. If we have some money, we would like to go to that.

Senator LONG. We will kindly give you a cut rate. We certainly appreciate your thought.

Senator COCHRAN. Thank you very much, Senator.

Mr. SIMMONS, you may proceed with the balance of your presentation to the committee.

[The statement follows:]

STATEMENT OF SENATOR RUSSELL B. LONG

MR. CHAIRMAN:

I AM PLEASED TO APPEAR BEFORE YOU TODAY TO DISCUSS FISCAL YEAR 1984 APPROPRIATIONS FOR WATER RESOURCES PROJECTS.

WE HAVE MANY FINE LOUISIANIANS HERE WITH US TODAY WHO ARE PREPARED TO TESTIFY BEFORE THIS SUBCOMMITTEE. I WILL LET THEM DISCUSS THEIR SPECIFIC PROJECTS IN DETAIL. I KNOW THE SUBCOMMITTEE WILL BENEFIT FROM THEIR KNOWLEDGE. I WOULD, HOWEVER, LIKE TO RAISE SEVERAL POINTS I BELIEVE WE SHOULD KEEP IN MIND AS WE CONSIDER FUNDING LEVELS FOR THESE PROJECTS.

MR. CHAIRMAN, THE RIVERS AND WATERWAYS IN LOUISIANA SERVE THE NATION IN TWO DISTINCT WAYS. ON ONE HAND, THEY ARE VITAL TO OUR NATION'S COMMERCE- - WITH THE MISSISSIPPI RIVER SERVING AS THE BACKBONE OF THE COUNTRY'S RIVER TRAFFIC. IN ADDITION, LOUISIANA WATERWAYS SERVE AS THE WATERSHED THROUGH WHICH WATER FROM 41 PERCENT OF THE CONTINENTAL UNITED STATES FLOWS. AS A RESULT, LOUISIANA HAS UNIQUE NEEDS. IT IS ALSO FAIR TO SAY THAT THE WATER RESOURCES PROJECTS UNDERTAKEN IN LOUISIANA DIRECTLY AFFECT THE NATION AS A WHOLE.

I WILL NOT COMMENT IN DETAIL ON MANY OF THE SPECIFIC PROJECTS TO BE CONSIDERED TODAY. I WILL LEAVE THAT TO THE EXPERTS, THE INDIVIDUALS TESTIFYING TODAY. I TRUST YOU WILL GIVE THEIR OPINIONS YOUR FULL CONSIDERATION. THEIR RECOMMENDATIONS ARE MADE AS THE RESULT OF CAREFUL STUDY AND YEARS OF FIRST HAND EXPERIENCE.
I WILL, HOWEVER, COMMENT BRIEFLY ON TWO MATTERS OF PARTICULAR CONCERN.

MR. CHAIRMAN, I WAS DISTURBED THIS YEAR TO LEARN THAT THE ADMINISTRATION'S FY 1984 BUDGET PROPOSAL FAILS TO REQUEST ANY FUNDS FOR TWO BADLY NEEDED FLOOD CONTROL PROJECTS ALONG THE RED RIVER. THE FIRST IS AN EMERGENCY PROGRAM AUTHORIZED IN 1968 TO PREVENT THE ANNUAL LOSS OF THOUSANDS OF ACRES OF VALUABLE LAND DUE TO CAVING BANKS ALONG THE RIVER. THE SECOND IS THE BELOW DENNISON DAM LEVEE AND BANK STABILIZATION PROJECT. RESTORATION OF FUNDING FOR THESE TWO RED RIVER BASIN PROJECTS IS IMPERATIVE

TO GUARD AGAINST FUTURE LOSS, FLOODING AND GREATLY INCREASED CONSTRUCTION COSTS IN YEARS TO COME.

AN ADDITIONAL AREA OF PARTICULAR CONCERN IS INCREASED FUNDING FOR THE ATCHAFALAYA BASIN PROJECT. FLOOD CONTROL IN THE MISSISSIPPI RIVER VALLEY AND UNDER THE MISSISSIPPI RIVER AND TRIBUTARIES PROJECT RELIES UPON THE CHANNELING OF ONE-HALF OF A PROJECT FLOOD THROUGH THE ATCHAFALAYA BASIN. YET THE LEVEES AND FLOODWALLS IN THE BASIN ARE STILL FAR FROM SUFFICIENT TO MEET THE DEMAND. AS A RESULT THE LIVES AND PROPERTY OF HUNDREDS OF THOUSANDS OF CITIZENS IN THE AREA ARE ENDANGERED AND THE EFFECTIVENESS OF THE ENTIRE MISSISSIPPI RIVER AND TRIBUTARIES PROJECT IS COMPROMISED.

COMPLETION OF FLOOD CONTROL MEASURES WITHIN THE ATCHAFALAYA BASIN WILL HELP ENSURE THE OVERALL EFFECTIVENESS OF THE MISSISSIPPI RIVER AND TRIBUTARIES PROJECT. I HOPE YOU WILL CAREFULLY REVIEW THE PARTICULAR NEEDS OF THIS PROJECT.

I ALSO WANT TO CALL YOUR ATTENTION TO TWO IMPORTANT NAVIGATION ITEMS. YESTERDAY, THE PORT OF NEW ORLEANS AND THE NEW ORLEANS STEAMSHIP ASSOCIATION TESTIFIED REQUESTING THAT THE FULL CORPS CAPABILITY OF 30 MILLION DOLLARS BE APPROPRIATED FOR OPERATION AND MAINTENANCE OF THE LOWER MISSISSIPPI RIVER FROM BATON ROUGE TO THE GULF. THIS REPRESENTS ADDITIONAL FUNDING OF 3.5 MILLION DOLLARS OVER THE ADMINISTRATION'S REQUEST AND WOULD BE A GOOD INVESTMENT IN OUR WATERWAY TRANSPORTATION SYSTEM. HISTORY HAS SHOWN US IF WE DO NOT SPEND NECESSARY AMOUNTS ON MAINTENANCE NOW WE ONLY HAVE TO SPEND MORE LATER.

ADDITIONALLY, I AN VERY INTERESTED IN THE 55 FOOT CHANNEL PROJECT TO PROVIDE DEEP DRAFT NAVIGATION ON THE LOWER MISSISSIPPI RIVER. WE HAVE TALKED ABOUT THIS PROJECT AND ITS BENEFITS OF PROVIDING LESS EXPENSIVE WATER TRANSPORTATION FOR MANY YEARS. I BELIEVE IT IS TIME FOR ACTION. FOR THIS REASON, I HOPE THE COMMITTEE WILL RECOMMEND THE FULL CORPS' CAPABILITY OF 2.1 MILLION DOLLARS TO COMPLETE THE NECESSARY STUDIES FOR DEEPENING THE MISSISSIPPI RIVER.

MR. CHAIRMAN, I APPRECIATE THE CONSIDERATION GIVEN BY YOUR SUBCOMMITTEE TO WATER RESOURCES PROJECTS IN LOUISIANA OVER THE YEARS AND AGAIN TODAY. I REALIZE THAT YOU AND THE OTHER MEMBERS OF THE SUBCOMMITTEE HAVE AN EXTREMELY DIFFICULT TASK. YOU MUST LISTEN TO MANY GROUPS AND EVALUATE MANY MERITORIOUS REQUESTS.

I ONLY ASK THAT IN YOUR EVALUATION YOU CONSIDER THE SPECIAL PROBLEMS IN LOUISIANA AND THE OVERALL CONTRIBUTIONS OF THE WATERWAYS IN OUR STATE. I BELIEVE THAT IN DOING SO YOU AND THE OTHER MEMBERS OF THE SUBCOMMITTEE WILL UNDERSTAND THE BASIS FOR OUR REQUESTS. I URGE YOU TO CAREFULLY CONSIDER THE TESTIMONY OF THE INDIVIDUALS YOU ARE GOING TO HEAR. THEIR COMMENTS GO BEYOND LOUISIANA AND ADDRESS THE NEEDS OF THE NATION AS A WHOLE.

THANK YOU.

ST. FRANCIS BASIN PROJECT

STATEMENT OF BURRELL B. FAIR, CHIEF ENGINEER, ST. FRANCIS LEVEE BOARD OF ARKANSAS

Mr. SIMMONS. Mr. Chairman, we are going to start at the top of the valley. Our first witness today is Mr. Burrell Fair. Burrell is chief engineer of the St. Francis Levee Board of Arkansas.

Mr. FAIR. Mr. Chairman, my name is Burrell Fair. My testimony relates to the fiscal year 1984 appropriation for the St. Francis basin project.

I am testifying on behalf of the levee and drainage districts in the entire St. Francis basin, Arkansas and Missouri, which depend upon the major drainage channels included in the project for outlets for the complex local drainage system in the basin. I know that you are familiar with our system of locally funded and operated drainage districts, each limited to work within its own boundaries and dependent on others for outlets to the St. Francis and Mississippi Rivers.

The fiscal year 1984 budget includes the sum of $4.4 million for the St. Francis basin project. During the past several years, we have not requested additional funds over the budgeted amounts for the St. Francis basin and did not expect to do so this year. However, we have learned that only one-fourth of the $4.4 million would be allocated to actual construction work, the balance being spent for engineering and design, supervision and administration, and real estate acquisition. We are shocked that such heavy expenditures would be made for nonconstruction items, especially at this time where there is a national effort to make jobs available for the unemployed.

We have discussed this in great detail with the staff of the local Corps of Engineers office. They take the position that the expenditures for engineering and design are essential to keep the detailed planning ahead of the construction program. This is referred to as having plans on the shelf awaiting the appropriation of funds for construction. We request that you have your staff review the allocations within the St. Francis basin appropriation and, perhaps, request additional information from the Corps of Engineers about it.

FUNDING REQUEST

In view of the small amount to be available for construction in the St. Francis basin in fiscal year 1984, we are requesting an increase of $1 million, making a total of $5.4 million. At the time this statement was prepared, we did not have information about the Corps of Engineers' capability. But we had first-hand knowledge of work on the project that we knew the Corps could do. They had completed all preparatory work and were able to award contracts for item 2, Blackfish Bayou in Arkansas and ditch 24 and ditch 19, item 2, parcel, 2 in Missouri. These items are in addition to the ones included in the budget and putting this work under contract would advance the much needed channel work in the basin.

As I say, we have received the information about the Corps of Engineers capabilities. We also received information about funds to be available in the St. Francis basin under the jobs bill. All of this makes a package that we feel will advance the progress on the project, but to echo the words of Senator Long, any additional funds would be a good investment at this time, and we know that your goals are the same as ours. So we are willing to leave it in your hands to determine where each piece of the puzzle fits and to help us as much as possible to make more progress on the St. Francis project this year.

Senator COCHRAN. Thank you very much, Mr. Fair.

YAZOO BASIN PROJECTS

STATEMENT OF JOSEPH MOONEY, CHIEF ENGINEER, YAZOO-MISSISSIPPI DELTA LEVEE BOARD

Mr. SIMMONS. Mr. Chairman, our next witness is Joe Mooney, chief engineer of the Yazoo Mississippi Delta Levee Board, Clarkesdale, Miss.

Senator COCHRAN. Welcome.

Mr. MOONEY. Thank you, Mr. Chairman, members of the committee.

I am Joseph Mooney. I submitted a written statement for the record. My colleague, Newman Bolls, has a written statement also. I would like to rest on remarks of the Yazoo basin and the situation that exists there right now. First, let me begin by thanking the Congress for what you have done in the emergency jobs bill and the wonderful far-reaching effects that it is going to have in our area.

We have learned through the years that if the people will articulate their needs that the Congress will work very hard to meet those needs. That is what I want to talk about this morning. We have a situation in which we would normally come and ask for specific amounts of money for specific items of work, but I feel that under the circumstances, we would be much better to describe our situation in the Yazoo basin and rely on the Congress to wisely allocate the funds that can do the most good in the best places.

The Yazoo basin consists of approximately 6,800 square miles of hill land and 6,600 square miles of flat delta land. The plan of protection for the Yazoo basin consists of the mainline Mississippi River levees on the west side of the basin and then dividing the hill line from the delta line are four reservoirs on the major tributaries.

The major tributary streams then feed into the Yazoo, Tallahatchie, and Coldwater River system which drains the entire basin into the Mississippi River.

On the extreme western part of the basin, the Big Sunflower River and Steele Bayou serve the same purpose of draining floods from those lands now. Back in December we had some terrible storms that came through that part of the country and did some terrible damages. Where the Federal works were in place and up to snuff, the damages were largely prevented, compared to what the Congress had done in past years. But in those areas where the works were not up to full grade, we had some very serious damage that occurred, but what is worse than that is our reservoirs were filled. They had been filled for 3 months, and just to give you a feel for it, Grenada Reservoir has had water coming over the emergency spillway since January and it is expected to come over, with normal rainfalls—the emergency spillway for another several months. What is worse than that is, under the present conditions it is going to be into next year before those reservoirs can be properly emptied to take care of the normal heavy rains we would expect in the next rain season.

The effect of this is that in order to try to empty those reservoirs and prepare them for the next flooding season, the Yazoo, Tallahatchie, and Coldwater River systems must carry water up to bank-full levels. Greenwood has been at bankfull levels through this entire first quarter and probably will continue to stay at that elevation for several months to come.

CURRENT FLOODING CONDITIONS

The Corps of Engineers has already advised us as to what we already know. I understand we are having heavy rain down there today, and when that happens. that is going to produce what is termed as moderate flooding. But when that moderate flooding is in your house or when that moderate flooding is covering up your farm, it gets to be very critical, and the people of that area are suffering terribly. The suffering is probably going to extend through this entire year. So any relief that we can receive down there is going to be greatly welcomed.

Last year the Congress directed that funds be spent on the Little Tallahatchie River below Sardis Reservoir for maintenance dredging. And because of your allocation of funds for that purpose, it was then possible for the Corps of Engineers to increase the discharge from Sardis Reservoir from 4,500 cubic feet per second to about 7,000 cubic feet per second. So this proves that if the channel work is done and the capacity of the main tributaries and the Yazoo are increased, these reservoirs can be emptied at a more rapid rate and made to serve effectively as they were designed to do.

The only problem is the rate funds have been allocated for that purpose, the work moves along so slowly that the risk continues to hang over our head year after year after year.

So, we appeal to you at every opportunity to increase the funding for those channel projects, the Upper Yazoo project and the tributaries project.

As I mentioned, the situation over in Big Sunflower and Steele Bayou is similar to that. Relief for the western part of the delta and city of Greenville is depending on how rapidly that work moves upstream.

We feel that it would be a very wise move to allocate money for the county bridges. Before these items of channel work can be done, all the casings have to be made.

This involves several highway bridges. If there was money allocated wisely ahead of time, these bridges could be moved, sometimes with a cash savings in the overall project by combining work that the counties would have done anyway.

Of course, this is another place that is a labor intensive activity which would be helpful for that facet of our economy.

Again, we appreciate the opportunity to come before you. We know that you listen very carefully to our requests and, once again, we just place ourselves at your mercy and ask you to try to stretch it as far as you possibly can.

[The statement follows:]

STATEMENT OF JOSEPH F. MOONEY, JR., CHIEF ENGINEER, BOARD OF LEVEE COMMISSIONERS FOR THE YAZOO-MISSISSIPPI DELTA

I am Joseph F. Mooney, Jr. of Clarksdale, Mississippi. As Chief Engineer for the Board of Levee Commissioners for the Yazoo-Mississippi Delta, I have the privilege of submitting this statement on behalf of the Board and of the citizens of the Yazoo Basin. We join the Lower Mississippi Valley Flood Control Association in the request for Fiscal Year 1984 Appropriations to the Mississippi River and Tributaries Project while calling to the attention of the Committee that the amount is insufficient to meet the needs of the valley. This statement will address the urgent needs in the Yazoo Basin that are not provided for in the 1984 budget.

The Yazoo Basin is a particularly fertile and productive area consisting of 6600 square miles of rich, flat soils known as the Delta and 6800 square miles of rolling hills east of the Delta. The people of the basin are largely engaged in the operation of small and medium sized farms producing a variety of grain, fiber, timber, and livestock crops. Around the small cities and towns, light industries have developed to further process local crops and goods, and to provide employment for local populations. The Yazoo Basin and its people contribute significantly to the wealth of our nation in goods and resources as well as the less tangible things that enrich our national quality of life.

The very characteristics which make this area so highly productive, friable soils and high rainfall, make adequate flood control and drainage essential to the realization of its potential. The local people have invested tremendous amounts of capital and energy in flood control and drainage with limited success until the comprehensive plan of the Corps of Engineers was put into action in the 1930's. Since then, the federal government-local interest partnership has made steady progress resulting in the avoidance of damages many fold greater than the investments in the project. Nevertheless, the progress has been painfully slow and, therefore, our people and our properties are still in great jeopardy.

The plan of protection for the Yazoo Basin consists of:

1. Mainline Mississippi River Levees along the west edge of the basin.

2. Arkabutla, Sardis, Enid, and Grenada reservoirs to intercept and regulate the runoff from the hill portion of the basin.

3. Tributaries Item which provides for improvement of the streams carrying runoff to the Yazoo-Tallahatchie-Coldwater system from the reservoirs on the east and vast areas of the Delta on the west.

4. Main Stem Item which provides for levees and other required structures along the Yazoo River.

5. Greenwood to provide the protection works around the City of Greenwood.

6. Upper Yazoo Projects is the improvement of the main channel of the Yazoo-Tallahatchie system to provide the outlet for the entire basin. When complete, the work is expected to lower flood flowlines about five feet and greatly reduce the need for levees and related structure along the main stem.

7. Yazoo Backwater Project protects nearly 1,000,000 acres in the lower delta from backwater flooding of the Yazoo and Mississippi Rivers.

8. Big Sunflower - Steele Bayou Project is the improvement of the primary outlet channel for the western delta and the City of Greenville.

Unusually heavy rains in December 1982 caused terrible damages throughout our area flooding homes, affecting public works, and flooding low lying lands. Where federal works were in place, damages were minimal. Where planned works were incomplete, damages were considerable. ---The problems do not end there.

Because of the same storm systems, the hillside reservoirs are virtually full. One, Grenada Reservoir, is so full, it continues to discharge through its emergency spillway. The rate at which these reservoirs can be emptied is restricted by downstream channel conditions thereby prolonging the period of jeopardy into months, and possibly, into next year. Our people desperately need the relief that can only come from this well conceived plan of action which needs funding at a more rapid and orderly rate.

We have a good plan, but we must move it along at a better rate. Your Committee proved this last year when you provided maintenance dredging funds on the Little Tallahatchie River below Sardis Reservoir. Because of the restoration of adequate channel capacity, the safe discharge from the reservoir is now 7000 cubic feet per second in place of the former safe limit of 4500 cfs. This example points out emphatically, the value of funds earmarked for the stabilization of banks and channel gradelines in maintaining or restoring channel capacities.

The outflow of the reservoirs severely taxes the capacity of the Yazoo River keeping the river at or above floodstage at Greenwood so far this year. To prevent severe flooding from the least local runoff below the dams, it is necessary to shut off the discharge from the dams (except Grenada which continues to discharge over the emergency spillway) until the local runoff is gone. The Upper Yazoo Projects is designed to correct this situation, but it is moving so painfully slow. So far it is only to the vicinity of Belzoni, and even that involved skipping one item of work. The budgeted amount provides for initiating Item 2D. We really need enough funds to initiate Item 2B (the skipped item) and to move both items along as rapidly as possible.

A similar situation exists in the Steele Bayou work in the Sunflower River system. Flood relief for the City of Greenville and the surrounding farmlands is dependent upon the progress of the channel items in Steele Bayou. Additional funds could be used wisely to arrange the timely relocation of a number of county bridges. Adequate funds available for the purpose could very likely result in considerable savings over the cost of arranging relocations on a piecemeal basis.

For years, the people in the Yazoo Backwater have urged the construction of the pumps which are an integral part of the original plan. Since the levees were completed, there have been three major episodes of flooding which would have been reduced or eliminated by the pumping plant. Additional study money is needed to insure that the designs will be in place when construction funding begins.

The people of the basin greatly appreciate the wisdom and vision of the Congress in funding the Mississippi River and Tributaries Project over the years. There is probably no other single area on earth where this country's money can be more wisely invested for this nation. The results will show up in nearly every facet of the National Interest - trade, economy, employment, quality of life, defense. We urge the Subcommittee to recommend as much funding as possible by whatever means are available in order to reduce the suffering of the people and increase our nation's true wealth.

STATEMENT OF NEWMAN BOLLS, CHIEF ENGINEER, BOARD OF MISSISSIPPI LEVEE COMMISSIONERS

I am Newman Bolls, Chief Engineer, Board of Mississippi Levee Commissioners, Greenville, Mississippi, and I have the privilege of presenting this statement on behalf of that Board and the citizens of this levee district comprising the counties of Bolivar, Washington, Issaquena, Sharkey, Humphreys and Warren in the lower Yazoo Basin in Mississippi.

The Lower Mississippi Valley Flood Control Association will present a general statement outlining the needs of the Lower Mississippi River Valley. This Board, however, did not have access to the capabilities of the Corps of Engineers so we will not advance or support a specific amount above the President's budget, but we sincerely believe that occurrences during the past winter and spring have clearly indicated the extreme need for accelerating this project in an effort to prevent a recurrence of these costly and damaging floods. It is conceivable that the losses sustained this one year alone will be greater than the suggested appropriation.

I will direct my brief statement specifically to Yazoo Basin projects in Mississippi which include the main line levees along the Mississippi River, the Yazoo Backwater project, and the Yazoo-Big Sunflower - Steele Bayou interior projects. The Yazoo Basin in Mississippi is a very unique area and is absolutely dependent upon flood control and adequate interior drainage for its very survival. The project as designed is very complex and each item must be considered a part of the whole in order for the project to function properly. We will not make any specific monetary recommendations for any of the projects in this Basin, but would most respectfully suggest that if any additional funds are available from carryovers from the recently enacted Jobs Bill or increased appropriations that they could be adequately, efficiently and intelligently utilized to accelerate the work in this Basin. During this past winter, at one time over 1,250,000 acres of land were covered by flood waters and the Yazoo River below the influence of the four major reservoirs of Grenada, Sardis, Enid and Arkabutla remains in a position of great vulnerability as a result of the earlier spring rains. There is a continual threat hanging over the heads of people in this Valley and it is for this very specific and sound reason that we recommend additional funding be provided for this vital work.

The main line levees along the Mississippi River continue to be the most important feature of the Mississippi River and Tributaries Project and are our first line of defense. It is, therefore, imperative that ample funds be provided on an annual basis to continue the programs for strengthening these vital and irreplaceable flood control structures. The Yazoo Basin is in the most vulnerable position in that the levees in this reach of the river must safely pass the greatest volume of water in the entire lower Mississippi River Valley, and for that matter, the entire United States, for through this area flows the drainage from 41% of the United States which is accumulated from all or parts of thirty-two states and three provinces of Canada and extends from New York and Pennsylvania on the east to Wyoming and Montana on the west. We who live in this area have no option except to maintain these great structures or face certain destruction.

The Yazoo Backwater area in the lower end of the Yazoo Basin shoulders a great responsibility for the rest of the project for in this area must be stored the accumulated drainage from the remainder of the Big Sunflower and Steele Bayou watersheds during periods of high river stages on the Yazoo and Mississippi Rivers so they can be finally discharged into the Mississippi River by gravity flow. A system for pumping this stored water was authorized in 1941 and the Corps of Engineers have now completed the studies, have held the required public hearings, and have received assurances that the present design is qualified under the original authorization. Occurrences this past spring, again, clearly indicated that the pumps are needed and are necessary and could have alleviated widespread flooding had they been in operation. We respectfully recommend that if any funds are available above the amount proposed in the President's budget that they could be effectively utilized to allow the Corps of Engineers to contract for the design of the pumping plant and expedite the initiation of this project by two or three years. We earnestly believe that this should be given one of the highest priorities for any additional funds that are available.

The other interior drainage projects in the Yazoo Basin for consideration must be separated into the Yazoo River and its tributaries and the Big Sunflower River - Steele Bayou and its tributaries. The Big Sunflower - Steele Bayou Project drains the western portion of the Yazoo Basin and the Yazoo River and its tributaries provide drainage for the eastern and northern portions of the Yazoo Basin. As stated before, the entire area is absolutely dependent upon the efficiency of the project for survival.

The Steele Bayou Project which is classified under the Big Sunflower River heading in the project is the sole outlet for drainage for Greenville which is the largest metropolitan center in the western portion of Mississippi. The improvement project on Steele Bayou is underway but at the present rate of appropriations, the completion will be some ten to twelve years in the future. One of the principal tributaries of Steele Bayou is Black Bayou. A feature of this project, which will greatly delay the completion thereof, is the relocation of county bridges. We are convinced that this project could be expedited a great deal if some of the extra funds that possibly will be derived from the Jobs Bill could be used to begin the relocation of these bridges. The purpose of the Jobs Bill is to create jobs and in constructing bridges you are certainly fulfilling the purpose for which the bill was enacted - that of creating jobs. We earnestly feel, therefore, that not only will assignment of funds to this phase of the project expedite the completion thereof, but it will greatly alleviate the unemployment problem by putting many additional unemployed people to work. We think this is a very sensible and very sound public works project that will effect the desired results.

The Yazoo River Basin Project which is divided into many segments including the Upper Yazoo Projects, the main stem, tributary items, reservoirs, and Greenwood must all be considered as one unit in that for the project to operate efficiently, all segments must, in turn, operate efficiently. The four major reservoirs as stated before are all well above the rating curve that has been established for storage of the annual spring waters. Grenada reservoir is by far the most critical of any, for as of this writing, the water is still running across the emergency spillway which leaves no storage available. Consequently, the entire Yazoo Basin is faced with an uncertainty and a threat the entire spring and summer which we feel mandates some emergency action. We have been assured that plans are available for the awarding of additional contracts on the Upper Yazoo Projects for dredging of the Yazoo River and thereby providing a more efficient outlet channel for the runoff. Greenwood, Mississippi is virtually sitting on a time bomb and should the usual spring rains occur, the entire city may be in serious jeopardy. Additional work is needed on the cleanout of the channel below the reservoirs in order to be able to discharge a greater volume from these impoundments so as to accommodate additional storage in times of emergency. Ascalmore-Tippo-Opossum channel projects can be greatly expedited with additional funding.

It is a very real plea that we make for additional funds for the Yazoo Basin, strongly believing that we have pointed out the great need for this additional work and defined the features of the overall project where the funds could be expended in a sensible and economical manner that will result in the accrual of great benefits, not only to this area, but to the entire nation and would result in a return to our national economy far in excess of the expenditures made.

We express our sincere appreciation to this committee and to the Congress of the United States for the sympathetic attitude they have always shown to these requests, and we again hope that they will understand our great problem and provide the necessary funds for this vital and necessary work.

MISSISSIPPI RIVER AND TRIBUTARIES PROJECT

STATEMENT OF ARTHUR THEIS, CHIEF ENGINEER, OFFICE OF PUBLIC WORKS, LOUISIANA STATE DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

Mr. SIMMONS. Mr. Chairman, our next witness is Arthur Theis, chief engineer of the Louisiana Department of Transportation and Development.

Mr. THEIS. I am Arthur Theis, chief engineer for the office of public works.

My comments today will summarize our written brief we have already submitted to the subcommittee. We generally support the budget allowance. However, there are certain exceptions which have been expressed and we recommend those be considered.

We would like to express our thanks, for the comments made by Senator Johnston and Senator Long earlier that are most appropriate in light of the urgent needs we have, and they emphasize the high-priority items that are in the program which certainly need consideration in Louisiana.

OLD RIVER CONTROL STRUCTURE

In discussing the proposed budget for the Mississippi River and tributaries project, we are aware of and appreciate the fact that the Federal Government recognizes the necessity for maintaining the integrity of the Old River control project.

It continues to be recognized as the No. 1 civil works project in the whole United States. The fact this structure, or these structures, maintain a separation of flows between the Mississippi River and Atchafalaya River, makes it all that more important to our system.

The $65 million that is proposed in the President's budget indicates this high priority. However, the Corps of Engineers indicated to us they have a slighly higher capability of an additional $2.8 million.

We would submit a list for your consideration on additional capabilities in order to utilize their capacity.

ATCHAFALAYA BASIN FLOODWAY

Immediately downstream from the Old River Control Structure is the Atchafalaya basin floodway which Senator Long commented on earlier. This floodway has been under construction since 1928.

According to the information we received, the completion is not scheduled until around the year 2000. At the present time, the floodway project is 67-percent complete. We believe that after some 50 years of construction and a project completion date of the year 2000, we can no longer depend on minimum appropriation for completion of this floodway system.

We are, therefore, asking the Congress to utilize full capacity of the Corps of Engineers and we are requesting $66.7 million for this purpose. This will, of course, exceed the President's recommendation for this item. We do this only because we consider this one of the highest priority items in the MR&T project systems in Louisiana.

MISSISSIPPI DELTA REGION SALINITY CONTROL STRUCTURE

I would like now to go to another area in the lower Mississippi to discuss the Mississippi River delta region salinity control structure project.

The office of public works recently provided the Corps of Engineers with letters of intent for the required local cooperation for these projects, and we think these projects will provide for our fresh water conversion into the coastal marshes to combat the detrimental effect of salt water intrusion and coastal erosion which becomes a problem in our coastal area.

Of course, with this activity is degredation of our marshland area. We, in recent studies, have been appraised of the fact we lose our coastal areas at the rate of 49 square miles per year. So projects of this type will help combat that activity and hope to reduce that rate of erosion and, in some cases, may even start to rebuild some of the valuable marshland areas.

Therefore, we are asking for these structures that Congress provide the $1.2 million for this project. While this slightly exceeds the President's recommendation, it will advance planning for these projects.

TENSAS BASIN PROJECT

In the Tensas basin area, we are asking the appropriation be increased to $28.9 million in lieu of the recommended $14.8 million. Additional funds would be spent for the construction of the Tensas pumping station, construction of two levee enlargement systems, and the construction of two levees to assist the island areas.

These waters are a threat to the backwater area. These will, hopefully, alleviate some of the flooding we are currently experiencing.

LOUISIANA STATE PENITENTIARY LEVEE

One of the remaining areas on the mainline Mississippi that needs protection is the Louisiana State Penitentiary at Angola. The existing levee is considerably below the Mississippi River tributary standards. Each time we have a major flood on the Mississippi, flooding at the penitentiary is imminent and plans must be made for the evaluation of these dangerous prisoners.

This, as you can imagine, creates a considerable financial burden as well as severe social problems. We, therefore, ask that the appropriation of $450,000 for this project to aid in commencing the planning for this work. The project has been going for the last couple of years and we think it is time we proceed with this activity.

These programs, Mr. Chairman, I guess are the priority items for which we would like consideration. There are others we explain in our brief, and we would certainly solicit your consideration on those items.

With your permission, we have also submitted a brief that we won't discuss in detail concerning the navigation and hurricane protection and fresh water resources project in Louisiana other than the MR&T items and, of course, the Red River basin projects will be discussed at a later date when that group appears before your committee.

Except for the several studies such as the Louisiana coastal and barrier island erosion projects, we are asking that the present recommendation be considered.

We certainly thank you for the opportunity to appear before your subcommittee this morning. We ask that you look at these figures and give them due consideration.

As the other gentlemen before me indicated, I leave it in your capable hands.

[The statement follows:]

STATEMENT OF ARTHUR R. THEIS, CHIEF ENGINEER, LOUISIANA OFFICE OF PUBLIC WORKS, DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

MISSISSIPPI RIVER AND TRIBUTARIES PROJECT—FLOOD CONTROL

The Louisiana Department of Transportation and Development, Office of Public Works, has been designated by Governor David C. Treen to represent the State in the planning and orderly development of our water resources. This statement is presented in behalf of the State of Louisiana and contains endorsements and recommendations for Fiscal Year 1984 appropriations for Louisiana items included in the Mississippi River and Tributaries Project.

In making the following recommendations, the State of Louisiana supports, in general, the budget recommendations of the President for Fiscal Year 1984, with some exceptions. We agree that a reduction of the projected deficits is a worthy objective, but at the same time point out that water resources projects are probably the most worthwhile projects receiving federal funding and have to stand cost justification studies other projects are not required to undergo. Although these figures seem large, they are an infinitesimal portion of the national budget. We ask that this fact be considered when the final funding decisions are made.

MISSISSIPPI RIVER AND TRIBUTARIES
SUMMARY OF RECOMMENDED APPROPRIATIONS

ITEM	BUDGET ALLOWANCE	LOUISIANA REQUEST
Construction		
Atchafalaya Basin	$ 23,800,000	$ 66,700,000
Bayou Cocodrie & Tributaries	300,000	300,000
Channel Improvements	52,000,000	See text - Page 3
Lower Red River, South Bank Red River Levees	600,000	1,000,000
Mississippi River Levees	27,000,000	27,000,000
Old River, Louisiana	65,940,000	68,710,000
Tensas Basin, AR, LA	14,840,000	28,900,000
Boeuf & Tensas Rivers	(800,000)	(800,000)
Lake Chicot Pumping Plant	(11,950,000)	(11,950,000)
Red River Backwater Area	(1,300,000)	(5,800,000)
Tensas-Cocodrie Pumping Plant	(790,000)	(10,350,000)
ADVANCE ENGINEERING & DESIGN		
Bushley Bayou Area (Phase I)	-0-	400,000
Eastern Rapides-South Central Avoyelles	-0-	280,000
Louisiana State Penitentiary	-0-	450,000
Mississippi River Delta Region, Louisiana, Salinity Control Structures	800,000	1,200,000
TOTAL CONSTRUCTION:	185,280,000	289,250,000
GENERAL INVESTIGATIONS		
Atchafalaya Basin (Water & Land Resources)	235,000	350,000
Boeuf-Tensas Basin	185,000	985,000
Larto Lake - Saline Lake Area	-0-	240,000
Mississippi & Louisiana Estaurine Areas, LA & MS	-0-	60,000
TOTAL GENERAL INVESTIGATIONS:	420,000	1,635,000

NOTE: Listed above are only those items in Louisiana and directly affecting the State. We realize that there are others outside of Louisiana that are vitally important to the Project and in these areas, we endorse the recommendations of the Lower Mississippi Valley Flood Control Association.

ATCHAFALAYA BASIN
(Budget: $23,800,000 Request: $66,700,000)

This project is a Main Stem component of the flood control plan for the Mississippi River and Tributaries Project. The Mississippi River can safely carry only one-half of a project flood, or 1,500,000 cubic feet per second, below Old River; the other 1,500,000 cubic feet per second must be discharged through the Atchafalaya Basin. The levees which must confine this flow to the basin are now deficient because they have settled below original design grade due to consolidation of the underlying soils, and the design has been revised upward. This places the lives and welfare of 650,000 people and their property and improvements in 13 parishes in the immediate vicinity of the Atchafalaya Floodway in jeopardy each flood year. The tax assessment records indicate the value of potential flood losses to be approximately $8 Billion not including public improvements. Over the past half-century we have supported the Mississippi River and Tributaries Project and have agreed that construction of flood protection works should start upstream and progress downstream. As a result, the Mississippi River and Tributaries Project is now more than 90% complete in states upstream from Louisiana while the levees in the Atchafalaya Basin can contain only 67% of the project flood. Work on this project has been underway since 1928 and isn't scheduled for completion until the year 2000. We are, therefore, requesting that funding which will utilize the full capability of the Corps of Engineers be appropriated for this project in Fiscal Year 1984. We request that Congress utilize the full capability of the Corps of Engineers which is $66,700,000 for this project. This request is $42,900,000 in excess of the President's budget.

CHANNEL IMPROVEMENTS

(Budget: $52,000,000 Request: Up to $81,000,000 as available)

Channel improvements and stabilization provide protection of levees and the many improvements behind them, as well as preventing unsatisfactory alignment where the river's bank is unstable. This project is also a Main Stem component of the flood control improvement program for the Mississippi River and the benefits are the same as for the other main stem components. The Mississippi River and Tributaries Project above Louisiana is about 90 percent complete but to a much lesser extent within Louisiana. Because of the improvements upstream, increased flows are a major problem in Louisiana where the project is lagging. We concur with the President's budget recommendation, but request that should additional funds above the President's request become available, this item should be considered for the appropriation of these funds.

OLD RIVER, LOUISIANA
(Budget: $65,940,000 Request: $68,760,000)

This project is recognized as the number one priority item in the entire civil works program. The Old River project prevents the Mississippi River from changing its course to the Atchafalaya. Should this occur, the cities of Baton Rouge and New Orleans and many lesser communities would suddenly be without sufficient quantities of fresh water for domestic and industrial needs. A large investment by the United States in flood control and navigation facilities would be lost. Since the project is one of the Main Stem components for flood control on the Mississippi River, it is inseparable from the other components when calculating a composite benefit-to-cost ratio for the Main Stem project. The ratio of remaining benefits to remaining cost is 16.5 to 1, or more than $3 Billion in benefits through flood control, navigation, area redevelopment and recreation. We are requesting that the full capability of the Corps of Engineers, $68,760,000 be appropriated for this all important project.

TENSAS BASIN
(Budget: $14,840,000 Request: $28,900,000)

The increased funding for this project would be spent for the construction of the Tensas-Cocodrie Pumping Station, $9,560,000; for the construction of two levee enlargement items, $3,000,000; and for the construction of two new levee items in the Sicily Island Area, $1,500,000.

This area is subject to extensive backwater flooding and construction of these items will do much to alleviate the problem of flooding in this area.

LOUISIANA STATE PENITENTIARY LEVEE, MISSISSIPPI RIVER
(Budget: -0- Request: $450,000)

The Louisiana State Penitentiary Levee at Angola is below M. R. & T. standards at this time. Because of the severe and complex problems brought on during high stages on the Mississippi River, we are requesting an appropriation of $450,000 for Advance Engineering and Design in preparation to bringing this important levee up to M.R. & T. standards.

MISSISSIPPI DELTA REGION, LOUISIANA, SALINITY CONTROL STRUCTURES
(Budget: $800,000 Request: $1,200,000)

We are requesting $1,200,000 for this project which will divert fresh water into the marshes of coastal Louisiana. At this time, the State of Louisiana is losing approximately 49 square miles of coastal marsh land a year due to lack of fresh water and sedimentation which these structures would provide.

LOCAL CONTRIBUTIONS FOR FLOOD CONTROL IMPROVEMENTS

Historically, Louisiana has always done its part in cooperation with the Federal agencies concerned with flood control. The Louisiana State Board of Engineers, the forerunner of the Office of Public Works, was created in 1879 the same year as the Mississippi River Commission to coordinate the planning and construction of the required flood control facilities to protect the State. Since that time, local expenditures for flood control have exceeded $729,000,000. This amount adjusted to 1979 dollars represents expenditures in excess of $5.3 Billion. Nearly one-half of the potential flooded area of the Lower Mississippi River Valley lies in Louisiana. Local expenditures for flood control have increased with the growth of the valley. This record not only meets, but exceeds any National Water Policy local participation requirements ever put into practice.

The State of Louisiana, its Office of Public Works, in particular, wishes to commend the Appropriations Sub-Committees on Energy and Water Development and express our appreciation for the foresight and understanding exhibited in the past of the need for authorizing adequate levels of appropriations for water resources projects which are vital to the national interest. We solicit your further consideration of the recommendations presented herein.

NAVIGATION, HURRICANE PROTECTION, AND WATER RESOURCES PROJECTS IN LOUISIANA

The Louisiana Department of Transportation and Development, Office of Public Works, is the agency designated to represent the State of Louisiana for the coordinated planning and development of water resources including flood control, navigation, drainage, hurricane protection, water conservation and irrigation projects. Therefore, this statement is presented on behalf of Governor David C. Treen and the State of Louisiana. We are pleased to present endorsements and recommendations for Fiscal Year 1984 appropriations to Louisiana projects. The projects listed herein are not contained in other separate statements by the Office of Public Works on the Red River Basin or the Mississippi River and Tributaries.

In making the following recommendations, regarding construction, surveys and some selected operation and maintenance items, the State of Louisiana in general supports the President's budget recommendations for Fiscal Year 1984. These recommendations are made not because the projects are unworthy of higher funding levels, but because we agree that a balanced budget and reductions in projected deficits are worthy objectives and are in the best interests of the country at this time. However, we also feel that water resources projects are probably the most worthwhile and cost-effective projects in the Federal budget, having to meet stringent economic justification criteria not required of other programs. We ask that this be taken into consideration in the final decision making process to allocate the available funds.

PROJECT	BUDGET ALLOWANCE	AND	LOUISIANA REQUEST
Construction			
Aquatic Plant Control		$ 500,000	
Lake Pontchartrain & Vicinity Hurricane Protection		16,800,000	
Larose to Golden Meadow		5,700,000	
Leland Bowman Lock		10,325,000	
Mississippi River, Baton Rouge to Gulf		800,000	
Mississippi River, Gulf Outlet		500,000	
Morgan City & Vicinity		280,000	
New Orleans to Venice		4,400,000	
Ouachita & Black Rivers		9,200,000	
TOTAL CONSTRUCTION:		$ 48,505,000	
Authorized Surveys			
Amite River & Tributaries		350,000	
Gulf Intracoastal Waterway, LA & TX Section	-0-		405,000
Lake Pontchartrain, West Shore	-0-		120,000
Louisiana Coastal Land Loss and Marsh Creation		400,000	
Louisiana Coastal Shore & Barrier Island Erosion	-0-		290,000
Louisiana Coastal Water Supply	-0-		400,000
Mermentau-Vermilion & Calcasieu Rivers and Bayou Teche	460,000		620,000
Mississippi River - Gulf Outlet	600,000		2,100,000
Ouachita River Basin, AR & LA	696,000		1,366,000
Pearl River Basin	900,000		1,200,000
TOTAL AUTHORIZED SURVEYS:	3,406,000		7,251,000
Operation and Maintenance			
Atchafalaya River, Morgan City to Gulf of Mexico		7,000,000	
Barataria Bay Waterway		3,000,000	
Bayou Bodcau Reservoir		815,000	
Bayou Teche		210,000	
Caddo Lake		245,000	
Calcasieu River & Pass		13,762,000	
Freshwater Bayou		2,020,000	
Gulf Intracoastal Waterway		12,470,000	
Houma Navigation Canal		3,000,000	
Inspection of Completed Works		854,000	
Lake Providence Harbor		343,000	
Madison Parish Port		398,000	
Mermentau River		700,000	
Mississippi River, Baton Rouge to Gulf		26,428,000	
Mississippi River - Gulf Outlet		8,480,000	
Mississippi River Outlets, Venice		1,000,000	
Ouachita & Black Rivers		3,675,000	
Pearl River		170,000	
Red River Waterway - Mississippi River to Shreveport		1,075,000	
Removal of Aquatic Growth		1,200,000	
Wallace Lake		185,000	
Waterway, IWW to Bayou Dulac		640,000	
TOTAL:		$ 87,670,000	

We ask that the amounts shown in the request column above be provided to these projects so that routine maintenance can be continued and these projects can be operated as they were authorized to do.

We wish to express our thanks to the Appropriations Sub-Committees on Energy and Water Development of the House and Senate for allowing us to present this Brief on the needs of the State. Without reservation, practically every single project in Louisiana, which has been made possible through actions of these Committees, has shown a return in benefits many times in excess of that contemplated by the authorizing investigation. The projects which you fund affect the economy of not only Louisiana, but the Nation as a whole. The Office of Public Works appreciates accomplishments of the past and solicits your consideration of the appropriations requested for Fiscal Year 1984.

Senator COCHRAN. Thank you, very much, Mr. Theis.

I remember with pleasure getting to meet you and some of the others several years ago when we invited the House Public Works Committee to come down to Mississippi in Vicksburg, to have hearings on the status of the Mississippi River tributaries projects and some of the other projects within that program. The Yazoo backwater and some of the Louisiana and Arkansas interests were also present there.

I think that may have paid off for us in some respects. We had Jim Wright, who was at that time a member of our subcommittee in the House.

He is now majority leader over there on the House of Representatives side. We had two New Jersey Congressmen, one from Texas. We were trying to help educate people from other parts of the country who were Members of Congress and in influential positions, about the special critical needs that were being manifested in that region.

As a matter of fact, it was timely because the last 3 years—1973, 1974, 1975—we had very serious flooding in that whole area.

One of my friends said, "Well, that is what they get for electing a Republican Congressman down there. It stirred up the wrath of the Lord."

Senator HUDDLESTON. You might have had quite a successful trip because since then the flow of Federal funds into the region has vastly followed the flow of the Mississippi.

Senator COCHRAN. I was pleased as we did see, as Joe Mooney pointed out, money in the emergency jobs bill to help accelerate some of this work.

There was $140 million put in the jobs bill earmarked for this region and the Mississippi River and tributaries project. That will be a big help to us. It is allocated among all of the projects that have been mentioned this morning. Some main system work, some of the work that Mr. Simmons pointed out that was of critical importance and some of the other parts of that will be getting some extra money.

I tell you, when we had that bill on the floor, there was an amendment offered to substantially cut the funds. To give you an idea of what the nature of the battle is here in the Senate, that amendment which was offered by Senator Moynihan of New York and Senator Chafee of Rhode Island was defeated by a vote of only 51 to 45. So it is a close battle, a close vote in some of these contests over the allocation of resources for this project. So we have our work cut out for us. But in spite of that, we will push on.

I might say, too, that I took advantage recently of an opportunity for a briefing in Vicksburg in the district engineer's office for this entire area looking at the status of work, and I am convinced we need to expedite completion of these pumps in the Yazoo backwater area. That trickle of design money is just not sufficient to move that along at the pace that is really needed. We need to accelerate the schedule for that, even if it means contracting out some work. That certainly needs to be carefully considered.

I am going to have to go to another meeting at this time.

Senator Huddleston of Kentucky, a very important member of this subcommittee, is here and will continue the progress of this hearing and will chair the hearing.

I appreciate your being here, Senator, and the leadership you provide to the subcommittee.

Do you have any questions of this panel here?

Senator HUDDLESTON. I don't believe I do. Kentucky, of course, is a member of the Lower Mississippi Valley Association. I supported every dollar that has been coming in there.

ADDITIONAL PREPARED STATEMENTS

Senator COCHRAN. We have a big crowd.

Thank you, very much for being here and helping us with the hearing and making our record for us that will be very important when it comes time to defend the need for these funds.

Any additional prepared statements will be placed in the record at this point as well.

Thank you, very much.

Mr. SIMMONS. Thank you, Mr. Chairman, we appreciate it.

[The statements follow:]

LETTER FROM COL. THOMAS A. SANDS, DISTRICT ENGINEER, CORPS OF ENGINEERS

LMNED-DL 12 July 1979

SUBJECT: Matters Presented to the Mississippi River Commission by the Louisiana Office of Public Works

President
Mississippi River Commission
ATTN: LMVEX

The statement presented by the State of Louisiana, Office of Public Works, to the Mississippi River Commission at the public hearing held aboard the MV Mississippi on 4 May 1979 has been reviewed. One copy of the statement and six copies of our recommendations are inclosed.

THOMAS A. SANDS
Colonel, CE
District Engineer

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initial public hearing for the study to investigate incorporating the Angola Levee into the Mississippi River Levee system has been held. This study should be given high priority so that future high waters will not endanger the lives of several thousand inmates and staff personnel.

East Bank Barrier Levee

(62) We also are concerned with the potential for substantial loss and disastrous changes which could occur due to overflow of the Mississippi River east bank from the vicinity of Bohemia, Louisiana, to Baptiste Collette Bayou. Therefore, we are pleased that the Mississippi River Commission concurred in our recommendation that this reach be included in the Mississippi River and Tributaries Project. We are disappointed, however, that you have concluded that Congressional action is required to effect this inclusion. Before pursuing further

action through the Congress, we request that you reconsider this question to determine if such Congressional authority is clearly required. After thorough reconsideration, if you are convinced that it is, we request that you furnish to the Levee District the materials required to present the matter to Congress for this action. The materials previously furnished are no longer available.

REVETMENT AND CHANNEL STABILIZATION RECOMMENDATIONS
MISSISSIPPI RIVER BELOW OLD RIVER

(63) There are numerous locations now existing below Old River where bank caving results are unpredictable during a substantial high water flow. The following are reviews of several critical locations.

REPLY TO STATEMENT BY THE OFFICE OF PUBLIC WORKS (TEXT)

62. The Mississippi River Commission has previously concluded that incorporation of the East Bank Barrier levee into the MR&T project would be appropriate and that additional Congressional authorization would be required to effect such incorporation. Your request that we furnish the Grand Prairie Levee District with the materials required to present the matter to Congress will be complied with by separate correspondence.

LETTER FROM THE MISSISSIPPI RIVER COMMISSION, CORPS OF ENGINEERS

JUL 31 1979

Mr. Roy Aguillard, Assistant Secretary
State of Louisiana Department of
Transportation and Development
Office of Public Works
P. O. Box 44155, Capitol Station
Baton Rouge, Louisiana 70804

Dear Mr. Aguillard:

At the public meetings held by the Mississippi River Commission at Vicksburg, Mississippi, on 2 May 1979, and New Orleans, Louisiana, on 4 May 1979, Mr. Gerald Dyson and Mr. Richard Bennett of your staff presented a brief stating the views of the Office of Public Works on various aspects of the project for flood control in the Lower Mississippi Valley and requesting that numerous items of work be performed.

Before addressing the specific items in your brief, I will respond to several other items which Messrs. Dyson and Bennett presented at the public meetings as follows:

(1) Referred to the fair market value for rights-of-way for flood control purposes and the delays this causes in the levee enlargement program. Reported that as a result of the efforts of the Governor and leading representatives and public officials of the State of Louisiana, legislation proposed was drafted and has been entered and submitted into the state legislative system. Stated that the bill declares the policy of the State of Louisiana to appropriate monies to provide for fair market value in purchasing rights-of-way for flood control purposes, that it includes the expenses necessary for appraisals and relocations, and you hope to see that it will include legal costs also. Stated that you will seek to clarify points in the state legislation of last year which set up and requires fair market value for flood control rights-of-way. continued as rapidly as possible. Based upon present funding levels, the proposed completion date for this project is 1993. As you are aware, recent state legislation (Senate Bill 807) has resulted in delays in granting the necessary rights-of-way for levee construction in several cases. I urge that you continue your efforts toward resolving this problem so that further delays in this regard can be avoided.

Levee Enlargement

(60) Approximately 4 miles of the levee where emergency topping was placed have been reshaped and dressed to provide flatter slopes and a 10-foot-wide crown. This work was completed this year by New Orleans District labor forces. The remaining areas having emergency topping will be improved under two separate contracts to be initiated in FY 1980.

Rights-of-way requirements will be determined as early as possible in the planning process to allow ample time for acquisition. Batture borrow will continue to be used when this is the overall most economical source.

Angola Levee

(61) A study to determine the advisability of incorporating the

Louisiana State Penitentiary levee into the Federal levee system has also been initiated, and detail studies are currently being conducted. The final report is scheduled for completion in 1980.

East Bank Barrier Levee

(62) The Mississippi River Commission has previously concluded that incorporation of the East Bank Barrier levee into the MR&T Project would be appropriate and that Congressional authorization would be required to effect such incorporation. An example of wording that could be used to accomplish this authorization is furnished below:

> LOWER MISSISSIPPI RIVER
>
> The project for flood control and improvement of the Lower Mississippi River adopted by the Act approved May 15, 1928, as amended by subsequent Acts, is hereby modified and expanded to provide protection for the area on the east bank of the Mississippi River from the vicinity of Bohemia, Louisiana, to Baptiste Collette Bayou, to include the levees of the Orleans Levee District and Grand Prairie Levee District.

REVETMENT AND CHANNEL STABILIZATION RECOMMENDATIONS MISSISSIPPI RIVER BELOW OLD RIVER

(63) No reply necessary.

REVETMENT

(Manchac Bend)

(64) We will continue surveillance of the gap in the Manchac revetment and construct revetment at this location when the need arises.

(White Castle)

(65) An upstream revetment extension of over 8,000 linear feet was made at White Castle last year and included Palo Alto-Dunboine reach. We feel that all of the upper portion of the White Castle bend is now adequately protected.

(Other Locations)

(66) Revetment construction during 1978 included extensions to the revetments at Waterford, Cutoff, Poydras, and Fort Jackson. The area upstream of Luling Revetment will be kept under close surveillance and the revetment will be extended when the need arises.

(67) Channel conditions at Burnside and Jesuit Bend will be monitored, and extensions to the revetments will be accomplished as the need arises. Surveillance of Bayou Lamoque will continue and necessary action will be taken to stabilize the bank should a threat to the structure be disclosed.

(68) Some erosion of the upper bank at the New Roads ferry landing is occurring, but this erosion is mainly caused by the ferry operation. It is our understanding that the Department of Transportation and Development, Office of Highways, plans to construct a new ferry landing and also provide for protection of the bank against wave wash resulting from the ferry operations. It had been planned to partially degrade the old abandoned levee immediately downstream of the ferry landing to achieve stable slopes in order to place upper bank paving to preclude breaching of this levee by wave wash during high water periods.

GENERAL READ: While Mr. Petrovich is coming forward, I'd like to indicate to everyone that we will--the Commission--respond to all the people who have presented statements today with written acknowledgement of their statements and comments on them.

MR. PETROVICH: General Read, gentlemen of the Mississippi River Commission: I thank you for the opportunity for being here today. I am Vice President of the Plaquemines Parish Commission Council and I'm grateful--this is about the 20th year that I've been before the Commission and working with the Corps of Engineers and the Mississippi River Commission on the numerous and vast projects that have transpired over the last 20 years or so in Plaquemines Parish.

Plaquemines Parish today--its governing body is the Plaquemines Parish Commission Council--and it is consolidated with what was formerly known as the West Bank Levee District on the upper west bank of Plaquemines Parish on the Jefferson-New Orleans line; the Buras Levee District, which is the lower west bank area; the Grand Prairie Levee District, which stretches down and includes the lower part of the old Lake Borgne Levee District, or the entire east bank of Plaquemines Parish.

I want to particularly thank the Corps of Engineers and the Mississippi River Commission for the work that they have done and are now doing on the main-line Mississippi River levees and the raising of the levees not only to the MR&T but also to hurricane grade. The slope paving projects, the vast articulated mattress revetment protection, and the slope paving for foreshore protection. Without the main-line levee protection and the extensive hurricane protection back-levee system in Plaquemines Parish, we would be virtually wiped off the map, either by the Mississippi River flood stages or by hurricane tides which occur quite frequently in the summer time in Plaquemines Parish. We are, therefore, special and unique geographically not only because of those features but because our usable land area is so limited, and of course we contain the passes or the mouth of the Mississippi River. The area from New Orleans down to the Head of Passes has a tremendous future, we think, both for the movement of commerce and also for commercial and industrial development along the banks of the Mississippi River, both on the east and the west bank. We are encouraged with the Corps of Engineers' approach to a 55-foot channel. We have certain reservations which are presented to this Commission and to the Corps in a formal written report, but basically we support that project. The only thing we are interested in is the preservation and protection of our usable land area because it is so limited. Therefore, consideration should be made for articulated mattress protection or extensive foreshore protection to prevent the loss of our good land area either by cave-in or erosion, and allow us in the commerce of this country to use that valuable land area.

We wholeheartedly support the statement made by the Louisiana Department of Public Works by Mr. Bennett here today relative to our east bank levee protection and what we call the barrier levees from Bohemia to Baptiste Collette deep-water channel, which we are grateful was enlarged and deepened by the Corps of Engineers so that we have now access from the Venice area through Baptiste Collette to the Breton Sound area on the east bank and Tiger Pass and Venice to the west delta area on the west bank.

We are interested in and support a barrier levee on the east bank, but we ask your consideration along these lines. We feel that the Mississippi River levee, which is not only a levee protection system to contain the waters of the Mississippi River but also a hurricane barrier levee to protect the west bank which is heavily populated in the towns of Buras, Empire, Boothville, and Venice, from flood waters during hurricane tides coming out of Breton Sound. We feel though that this is a main-line Mississippi River levee and should be part of the MR&T program of the Corps of Engineers, including slope paving, foreshore protection, and articulated mattress work. Therefore, we feel that the funding of that program should be virtually all Federal funds. The requirement of an assurance of 30 percent by a local agency for a levee that would stretch some 25 miles would be an extremely--would be extremely burdensome if not impossible for us to meet.

I want to particularly thank the Corps of the work it has done as to historic preservation. Had it not been for the articulated mattress laid by the Corps of Engineers some 3 or 4 years ago at the area of historic Fort Jackson, a project which cost the Federal Government some $1,500,000, we probably would have lost Fort Jackson to the waters of the Mississippi River in just the very near future. There is, however, a small section of river area immediately upstream of Fort Jackson, some 1,500 feet in lenth, which extends from the lower articulated mattress area of what we call the Citrus--rather not Citrus--the Childress levee area and the upstream portion of the Fort Jackson area, that needs your consideration as to articulated mattress protection. This only involves some 1,500 feet. I understand that it is an engineering problem and the reason why it was left out of the project 3 or 4 years ago was because of the uniqueness of the river at what we call the historical Plaquemines Bend, which includes the area of Fort Jackson and Fort St. Phillips.

Again, we thank you for all of your support. We intend to certainly, I hope, the next 20 years or more, continue working with this Commission and the Corps of Engineers in the tremendous jobs that are needed and have to be accomplished for the movement of commerce on the Mississippi River and the protection of the valuable land areas along its banks. Thank you, gentlemen.

GENERAL READ: Any comments or observations?

MR. SESSUMS: I would like to commend him for a very thorough report and would like to add: You speak of being at the end of the funnel of 40 to 60 percent of the drainage area of this country and part of Canada. Plaquemines Parish is definitely the end of the funnel, and they certainly need attention and support and constructive work done.

MR. PETROVICH: General Sessums is very kind. Some other people are more descriptive in . . . . (Laughter)

1981 HIGH-WATER INSPECTION TRIP—REPLY TO OPW STATEMENT (EXHIBIT 18)

MR. BENNETT'S STATEMENT

Page 1.

Para. 2. A recommended plan for the Louisiana State Penitentiary Levee at Angola has been tentatively selected. The plan calls for raising and strengthening the existing mainline levee to provide protection from the Project Design Flood. The benefit-cost ratio for this plan is 1.38. It was determined that improvements to the existing secondary levees, which inclose agricultural areas, was not economically justified. The final public meeting for this study will be held this calendar year.

Page 2.

Para. 1. We share your concern about the potential for disastrous flooding in the absence of the East Bank Barrier Levee. We have stressed the need for the barrier levee to the Plaquemines Parish Commission Council for years. Assurances for the barrier levee have not yet been provided. We stand ready to move forward with the barrier levee when assurances are furnished.

Para. 2. The bank stabilization program, which includes both revetments and foreshore protection, and the levee improvement program, are progressing as rapidly as priority and availability of funds permits.

Page 3.

Para. 2. The south bank of the Red River is protected by some 60 miles of levees of which about 10 miles have minor deficiencies in grade or section

as determined by a recently completed flowline study. Remaining deficient reaches will be completed as priority and funds permit.

Para. 3. Our planning programs do, and will continue to, take into account the status and availability of funds, and authorizations under all active projects.

Page 4.

Para. 1. Reduced 1982 funding, because of higher priorities being assigned to other project evaluations, will delay completion of our reevaluation of the authorized Eastern Rapides and South Central Avoyelles Parishes, LA project. We presently anticipate holding a public meeting in the summer of 1983 and filing a Final Environmental Impact Statement with the Environmental Protection Agency at the end of 1983.

Paras. 2 & 3. Work is continuing to complete the rehabilitation of the Old River project as rapidly as possible. The construction of confining levees and scour protection works below the overbank structure has been underway since May 1980 and is scheduled for completion in mid-September. At the stilling basin of the low sill structure, a contract for the removal of grout contamination from a portion of the drainage system was completed,

REPLY TO MINUTES OF PUBLIC MEETING—1981 MRC HIGH-WATER INSPECTION TRIP

MR. PETROVICH'S TESTIMONY

Para. (1). Bank stabilization work in the form of revetments and foreshore protection is being constructed along the Mississippi River below New Orleans as rapidly as priority and availability of funds permit. The rate of progress in completing our stabilization plan for the Mississippi River has been greater in this reach during the past ten years than any other reach below Cairo, Illinois.

Para. (2). We share your concern about the potential for disastrous flooding in the absence of the East Bank Barrier Levee. We have stressed the need for the barrier levee to the Plaquemines Parish Commission Council for years. Assurances for the barrier levee have not yet been provided. We stand ready to move forward with the barrier levee when assurances are furnished.

Para. 3. There is a gap of about 2,300 feet in the Lower Childress - Fort Jackson revetment. The reason for the gap relates to overall priorities and funding for the Channel Improvement project. The original Lower Childress revetment was placed in 1962 and only included sufficient length to protect the mainline levee system. The lower end of the revetment terminated at mile 20.9 where the levee diverges from the river and the batture widens considerably. In 1978, only the minimum amount of revetment considered necessary to protect Fort Jackson revetment starts at about mile 20.5, leaving a gap of about 2,300 feet between the Lower Childress and Fort Jackson revetment. The gap is in an area with wide batture and completion of the revetment acros the gap is not of immediate concern. However, this area will be monitored and the gap will be closed as soon as priority and funds permit.

STATEMENT OF PONTCHARTRAIN LEVEE DISTRICT

THE LEVEE DISTRICT

The Pontchartrain Levee District extends downstream from the city of Baton Rouge a distance of 114 river miles, includes the east (left descending) bank of the Mississippi River, and is comprised of portions of East Baton Rouge, Iberville, Ascension, St. James, St. John, and St. Charles Parishes. The east bank levee is continuous throughout the Levee District and the Bonnet Carre Floodway is located in the Levee District.

Extensive development of major industries has taken place to the extent that there is more industry located in the Pontchartrain Levee District than any other Levee District in the nation, perhaps the world. Along with industrial growth, our Levee District has witnessed a dramatic companion increase in residential and urban expansions. Substantial portions of prime agricultural lands have now been converted to other uses. Two nationally ranked deep-water ports are located in the Pontchartrain Levee District, the Baton Rouge Port and South Louisiana Port.

The District contains large diameter pipeline systems which pass through nationwide distribution points. Interstate Highway 10 and a number of major U. S. Route highways traverse the Levee District, along with major railroads.

All these features and many other improvements are protected by the Mississippi River levee. Only through continuous, effective flood control can this area meet the requirement to serve national needs for industry, employment, deep-water navigation, highway and rail transportation, major pipe lines, agriculture and related activities.

RECOMMENDATIONS

Mississippi River Levees (Amount Recommended: $27,000,000)

Construction of the Mississippi River levee in the Pontchartrain Levee District and elsewhere must be completed. The basic well being of the nation is dependent on its future flood control success in terms of economy, agriculture, industry, transportation, jobs, recreation, environment and many vast improvements throughout the river valley.

The Pontchartrain Levee District has reaches of levees which are below grade, sub-standard, or odd sections and otherwise do not meet Corps of Engineers design criteria. Serious seepage problems always accompany each high water. Some distances from levee toe to top bank are less than thirty-five feet. Wavewash damages are a year round threat, but, become more serious with high river stages when the unprotected riverside slope of the levee is exposed to rapid wavewash erosion.

The Board of Commissioners recommends adequate funding for:

1) construction of levees for enlargement and re-shaping to meet standard section design requirements;

2) construction of slope pavement on the riverside of the levee where required, and;

3) construction of foreshore dikes and placement of rip-rap to prevent further erosion and loss of batture areas in critical reaches.

Channel Improvement (Amount Recommended: $52,000,000)

Main line levees must be protected from caving banks throughout the lower river reaches where extremely narrow battures are the last line of defense against crevasses and failures. There simply is no place left for levee setbacks in the Pontchartrain Levee District. The only proven remedy to stabilize these continually eroding banks is construction of revetment.

Funding for the revetment program over the past few years has continued to decline. This is a matter of great concern to the Board of Commissioners, Pontchartrain Levee District, since it is probably less than two-thirds complete in our area and is virtually completed above the latitude of Old River. Accomplishments of the program should not be slowed until overall needs have been met.

The Board of Commissioners, Pontchartrain Levee District, urges Congress not to reduce funding levels for channel improvement below that allocated for FY 1983, and to gradually increase each successive year's appropriation after FY 1984 until it is equivalent to that which existed in FY 1978, or five years ago.

Old River (Amount Recommended: 68,740,000 $~~[illegible]~~)

The Old River Control structure system is the key to control and allocation of river flows in the lower Mississippi River. The MR & T Project cannot be successful without effective Old River control structures. Therefore, the Board of Commissioners, Pontchartrain Levee District urges Congress to continue funding of the alternate and existing structures according to the capacity of the Corps of Engineers. Construction should be completed as soon as possible.

Lake Pontchartrain & Vicinity, Hurricane Protection Project.

A seldom remembered feature of this Hurricane Protection Project is that portion which extends above the New Orleans City area and around Lake Pontchartrain. That segment designated for St. Charles Parish is in the Pontchartrain Levee District and remains a great concern to the Board of Commissioners. In the period 1968 to 1970 this Levee District purchased necessary rights-of-way for construction of the Hurricane Protection Levee along the Lakefront shoreline as designated by the Corps of Engineers. Subsequently, a number of reviews and re-studies have been made of the Project while no construction has been undertaken in St. Charles Parish.

If hurricane protection is advanced in the New Orleans area, and not further around Lake Pontchartrain, then the end result is that the hurricane high stages will be forced into those unprotected, adjacent areas, resulting in much higher flooding and for extremely longer periods of time.

One area should not be protected at the expense of another. The entire project should be advanced in a manner to provide benefits to the total area affected.

The Board of Commissioners, Pontchartrain Levee District, recommends to Congress that adequate funding be provided for construction above New Orleans, in St. Charles Parish, on a coordinated basis with respect to the overall plan, as soon as possible.

CONCLUSION

The Board of Commissioners, Pontchartrain Levee District, compliments the Subcommittee on Energy and Water Development for the keen understanding of the real needs of the MR & T Flood Control Project and the efficient, responsive actions taken to appropriate funding for its many complex requirements. We endorse recommendations presented by the Association of Levee Boards of Louisiana, Louisiana Office of Public Works and Lower Mississippi Valley Flood Control Association.

. . . .

FY 1984
SUMMARY OF RECOMMENDED APPROPRIATIONS
MISSISSIPPI RIVER & TRIBUTARIES PROJECT

Item	Recommended Appropriation	President's Budget
Levees	$27,000,000	$27,000,000
Channel Improvement	$52,000,000	$52,000.000
Old River	$~~65,940,000~~ 68,740,000	$65,940,000

COMMISSIONERS	PARISH
Jesse Bartley, Vice President	Ascension Parish
Joseph Gautreau	Ascension Parish
Stephen Cupit	St. John the Baptist
Leroy Labat	St. John the Baptist
Aubrey LaPlace, President	Iberville Parish
Ronald Carmouche	St. Charles Parish
David Laborde	St. James Parish
L. Ray Gautreau	East Baton Rouge Parish

STATEMENT OF LARRY D. DOWDY, MAINTENANCE SUPERVISOR, LITTLE RIVER DRAINAGE DISTRICT

Mr. Chairman and Members of The Committee:

My name is Larry D. Dowdy, Maintenance Supervisor of The Little River Drainage District. Our District is a political subdivision of the State of Missouri with its chief office at Cape Girardeau. This District was incorporated in 1907 and affords flood protection for more than 1.2 million acres of farmland as well as providing drainage facilities for almost 2.0 million acres of lands throughout Southeast Missouri.

Our District lies at the North end of the St. Francis Basin, through which our waters must flow through Arkansas to the St. Francis River and then on to the Mississippi River near Helena, Arkansas.

In 1936 the St. Francis Basin Project was authorized by Congress as a part of the MR and T Project. Its cost-benefit ratio then was 2:6:1 and today with the area becoming more progressive than ever, both agriculturally and industrially, has a cost-benefit ratio of 3:4:1.

We believe an accelerated construction of this project would relieve the annual disasterous floodings caused by inadequate drainage and would be a wise investment in the development of the abundant natural resources of this area.

In 1973 the largest flood of record occurred in this area which evidenced the benefits of the completed works and demonstrated to us what benefits would have been realized had the St. Francis Basin Project been completed. Much damage was averted because of the works completed but damages occurred which could have been avoided had this project been finalized.

The Corps of Engineers capabilities are more than twice our funding request for this project as well as the MR and T Project.

The FY 1984 Budget includes the sum of $4,400,000 for the St. Francis Basin Project. During the past several years, we have not requested additional funds, over the budget amounts, for the St. Francis Basin and did not expect to do so this year. However, we have learned that only one fourth of the $4.4 million would be allocated to actual construction work--the balance being spent for Engineering & Design, Supervision & Administration and Real Estate. We are shocked that such heavy expenditures would be made for non-construction items, especially at this time, when there is a National effort to make jobs available for the unemployed.

We have discussed this in great detail with the staff of the local Corps of Engineers office. They take the position that the expenditures for Engineering & Design are essential, to keep the detailed planning ahead of the construction program. This is referred to as having "plans on the shelf" awaiting the appropriation of funds for construction. We expect to continue our exhange of ideas on this subject with the Corps. We request that you have your staff review the allocations within the St. Francis Basin appropriation and perhaps request additional information from the Corps of Engineers about it.

In view of the small amount to be available for construction in the St. Francis Basin in FY 1984, we are requesting an increase of $1.0 million, making a total of $5.4 million. We have not been able to obtain any information about the capabilities of the Corps for FY 1984 but from first hand knowledge of work on the project in the area we know that the Corps has completed all preparatory work and would be able to award contracts for Item 2, Blackfish Bayou in Arkansas and Ditch 24 and Ditch 290 in Missouri. These items are in addition to the ones included in the Budget, and putting this work under contract would advance the much needed channel work in the Basin.

We suggest the requests made by other witnesses from the Association and trust their request likewise be given serious consideration.

Our District appreciates the support and courtesies extended to it by this Committee in the past and for today's opportunity to appear before you to make our request known.

STATEMENT OF BURKETT H. MARTIN, PRESIDENT, LOWER YAZOO RIVER BASIN DISTRICT

I am Burkett H. Martin, an attorney of Vicksburg, Mississippi and am President of the Lower Yazoo River Basin District in Mississippi.

I am pleased to present this statement on behalf of the Lower Yazoo River Basin District.

The Yazoo River Navigation Project, authorized by Congress in the 1968 Rivers and Harbors and Flood Control Act, provides for improving the navigable waterways of the Yazoo River from its mouth on the Mississippi River to the river port of Greenwood, approximately 100 miles upstream. The recommended plan of improvement calls for a channel with a 9-foot depth and a 150-foot minimum bottom width between the mouth of the river and Greenwood. The physical features include a lock and dam near the mouth, channel realignment and dredging, raising the control structure at the upper end, and modification of Sardis Reservoir to provide additional storage capacity of water supply for navigation, and bridge alterations.

This project is necessitated by the tremendous increase in river traffic on the Yazoo River in recent years serving the Mississippi Delta. While the demand for river transportation has increased, the water level in the river is sufficient less that 50 percent of the time to accommodate a modest amount of this traffic. The industry and agriculture that would otherwise utilize the river are forced to turn to more expensive surface transportation. The savings to agriculture and industry which will result from this project will be great. These benefits were foreseen by the Congress in approving this project in 1968.

The reasons for initiating the project now are even more compelling than they were in 1968. Delays in completion will no doubt increase the cost of the project and impede industrial and agricultural growth and development of the area which the project will serve.

The District has raised in excess of $1,000.000.00 by local taxation for the acquisition of rights of way, etc. We have spent approximately one-fourth of that amount for rights of way in connection with the bridge across the Yazoo River at Belzoni, Mississippi. This bridge is approximately seventy-five percent complete, and it is expected that it will be completed in 1983.

The President's budget for FY 1984 contains the sum of $100,000.00 for engineering and design for the navigation project. The Corps of Engineers has the capability for the sum of $198,000.00.

We greatly appreciate the support which the District has received from the Congress for this project in the past, and we respectfully request that the figures as contained in the budget FY 1984 be approved.

STATEMENT OF L'ANGUILLE RIVER IMPROVEMENT DISTRICT NO. 1 OF ARKANSAS

Because of the dire need for flood relief along the L'Anguille River in Cross, Woodruff, St. Francis, and Lee Counties in Arkansas, this Improvement District was formed, with a letter of intent to sponsor the L'Anguille River Project being provided to the Memphis District Corps of Engineers on January 14, 1980. There are approximately 380,000 affected acres within the District.

Congress appropriated $150,000 for FY 81, $350,000 for FY 82, and the District is receiving $200,000 under the Continuing Resolutions into FY 83. The L'Anguille Project is included in the President's budget for FY 84 and the Commissioners of this District urge the appropriation by Congress of $580,000 for FY 84 in order for the Crops of Engineers to complete its re-study efforts on this previously authorized Project.

In the event the re-study effort is not completed and plans implemented to prevent the duration of flooding in the L'Anguille River Basin area, there will be enormous losses of soil through erosion and washing as well as unmitigated damage to woodland and wildlife habitats. The entire Arkansas Delegation who represent this District, both Senators Bumpers and Pryor and Congressman Alexander, have given their full support for the appropriation of funds to complete the re-study efforts by the Corps and each of them have spoken for this Project before the various sub-committees during the appropriation hearings each year.

LETTER FROM LUKE A. PETROVICH, COMMISSIONER, PLAQUEMINES PARISH COMMISSION COUNCIL

April 5, 1983

Senator J. Bennett Johnston, Jr.
State of Louisiana
Senate Office Building
Washington, D. C. 20510

Dear Bennett:

I regret that I cannot meet with you personally and appear before Congress to discuss federal funding for Mississippi River projects in Plaquemines Parish. The Mississippi River is, of course, the largest river system in the world. New Orleans is the biggest port in the United States and has the most waterborne commerce, both domestic and foreign. It is the number one grain port in the world exporting 50% of the national grain through the lower Mississippi River. In addition, Plaquemines Parish and the mouth of the Mississippi River service all of the offshore oil, gas and mineral activity in southeast Louisiana providing millions of dollars of revenues to the federal government.

Because of this, it is essential that we keep the lower Mississippi River from New Orleans to the Gulf of Mexico as a viable service area, not only to the residents in the area but to the state and to the nation.

Enclosed herewith please find suggested Congressional action in order to obtain Congressional authorization requiring the incorporation of the Eastbank Barrier Levee in Plaquemines Parish into the Mississippi River and Tributaries Project. The Eastbank Barrier Levee System stretches some 25 miles from Bohemia to Baptiste Collette on the lower eastbank of the Mississippi River in Plaquemines Parish.

It is suggested by the Mississippi River Commission and the U. S. Corps of Engineers that this can be accomplished if Congressional authorization is provided as follows:

> "The project for flood control and improvement of the Lower Mississippi River adopted by the Act approved May 15, 1928, as amended by subsequent Acts, is hereby modified and expanded to provide protection for the area on the east bank of the Mississippi River from the vicinity of Bohemia, Louisiana, to Baptiste Collette Bayou, to include the levees of the Orleans Levee district and Grand Prairie Levee District."

The Plaquemines Parish Commission Council has authorized me to convey this request and information to you pursuant to certified resolution, a copy of which is attached. I also enclose a xerox copy of the matters presented to the Mississippi River Commission and the Louisiana Office of Public Works. Both the Commission and Department of Public Works support the above suggestion. The enclosed documents involve hearings on July 12, 1979 and May 20, 1982.

This Congressional authorization is needed for the purposes stated in the enclosed reports and in order that we may be able to meet federal flood insurance standards based on regular premium ratings, all of which are extremely essential to the Parish of Plaquemines and the Lower Mississippi River area.

We in Plaquemines Parish are fortunate to have you in Congress to give us the help we need. You have always been very attentive and responsive to our needs in the past. Thank you very much in advance.

Yours very truly,

Luke A. Petrovich

Luke A. Petrovich

OUACHITA RIVER BASIN PROJECTS

Senator HUDDLESTON [presiding]. I ask those who are completing their session before us to exit as quickly and as quietly as possible and we will get the next group in and proceed with the hearing.

Thank you, very much.

Senator HUDDLESTON. The subcommittee will come to order.

Our next witness is Mrs. Eunice Platt, executive director of the Ouachita River Valley Association.

I think it will quiet down in just a few minutes as soon as we get that door closed back there.

PREPARED STATEMENT OF SENATOR BUMPERS OF ARKANSAS

Before you proceed, Senator Bumpers could not be here this morning, but he sends word that he still strongly supports this project and all of the projects affecting Arkansas.

Senator Bumpers has submitted a statement which will be made part of the record at this point.

[The statement follows:]

STATEMENT OF SENATOR DALE BUMPERS

Mr. Chairman, I want to take this opportunity to express my support for the statements of those representing River Basin Associations in my state. All of these projects are extremely important to Arkansas, and I want to encourage the Committee to give these requests every consideration. I am especially concerned about some projects in Arkansas that have been delayed or are at a standstill because funding has been sporadic.

The Corps of Engineers has expressed a capability for the L'Anguille River in fiscal year 1984 of $500,000. If these funds are appropriated, the Corps will be able to complete its flood control study next year. Since no funds were appropriated for this year, it has delayed completion of the study and increased the projected cost of it. Therefore, it is very important that adequate funds are provided so the Corps can complete the study without additional cost increases.

There are several requests for funds for portions of the Red River project and they are all important. However, funds for continued preconstruction planning for comprehensive bank stabilization upstream from Shreveport, Louisiana, to Index, Arkansas, are especially critical. Congress funded this program for six years, but last year no funds were appropriated for it. The Corps estimates a loss of over 1,000 acres a year from bank caving. Completion of this study is absolutely essential, so the Corps can move as quickly as possible to take corrective action.

Continued work on the Red River Emergency Bank Protection and the Red River Levees and Bank Stabilization Below Denison Dam are extremely critical to prevent continued erosion and bank caving on those portions of the river, and I urge the Committee to approve $6.8 million for the former program and $1.6 million for the latter for fiscal year 1984.

Finally, Mr. Chairman, the federal government has committed a grave disservice to the people of South Arkansas. When the government acquired the 65,000 acres of privately held land for the Felsenthal National Wildlife Refuge along the Ouachita River, the people in South Arkansas were assured that several public access sites and recreational areas would be developed. In a letter to the Crossett, Arkansas, Chamber of Commerce on November 4, 1982, Colonel Dennis York stated that the Corps had changed its policy on the development of recreational facilities and would no longer plan to construct those recreational facilities at full federal cost. The Committee has received detailed information on this situation, and I just want to impress upon the members the need for the federal government to fulfill its commitment to those people. I urge the Committee to support completion of these recreational facilities.

I appreciate the opportunity to express my support for these projects and urge the Committee to give them favorable consideration for funding. Thank you.

STATEMENT OF EUNICE PLATT, EXECUTIVE DIRECTOR, OUACHITA RIVER VALLEY ASSOCIATION

Senator HUDDLESTON. Mrs. Platt, you may proceed.

Mrs. PLATT. Mr. Chairman and gentlemen of the committee, my name is Eunice Platt, executive director of the Ouachita River Valley Association in Arkansas and Louisiana, with headquarters in Camden, Ark.

The Ouachita River Valley Association is an organization that has served as spokesman for the Ouachita River basin on water development since the turn of the century.

Again this year, we are following the suggestion of the committee in conserving energy and excessive travel expenses and did not encourage a large number of association members to make the trip to Washington, but we do have a detailed statement which I ask permission to file for the record.

Senator HUDDLESTON. Without objection, it will be entered into the record.

[The statement follows:]

STATEMENT OF EUNICE PLATT, EXECUTIVE DIRECTOR, OUACHITA RIVER VALLEY ASSOCIATION

MR. CHAIRMAN AND GENTLEMEN OF THE COMMITTEE:

MY NAME IS EUNICE PLATT, EXECUTIVE DIRECTOR OF THE OUACHITA RIVER VALLEY ASSOCIATION IN ARKANSAS AND LOUISIANA, WITH HEADQUARTERS IN CAMDEN, ARKANSAS.

THE OUACHITA RIVER VALLEY ASSOCIATION IS AN ORGANIZATION THAT HAS SERVED AS SPOKESMAN FOR THE OUACHITA RIVER BASIN ON WATER DEVELOPMENT SINCE THE TURN OF THE CENTURY.

AGAIN THIS YEAR, WE ARE FOLLOWING THE SUGGESTION OF THE COMMITTEE IN CONSERVING ENERGY AND EXCESSIVE TRAVEL EXPENSES AND DID NOT ENCOURAGE A LARGE NUMBER OF ASSOCIATION MEMBERS TO MAKE THE TRIP TO WASHINGTON, BUT WE DO HAVE A NUMBER OF TESTIMONIAL LETTERS WHICH I ASK PERMISSION TO FILE FOR THE RECORD.

THE TABULATION SHEET ATTACHED REFLECTS THE PRESIDENT'S FY 1984 APPROPRIATIONS REQUESTS FOR THE OUACHITA RIVER BASIN IN ARKANSAS AND LOUISIANA TOTALING $696,000.00. WITH THE CORPS OF ENGINEERS ITEM CAPABILITIES CALLING FOR $1,366,000.00. THE OUACHITA RIVER VALLEY ASSOCAITION REQUEST PARALLELS THE CORPS CAPABILITIES OF $1,366,000.00. THIS AMOUNT EXCEEDS THE PRESIDENT'S REQUEST BY ONLY $304,000.00, THE SMALLEST AMOUNT REQUESTED SINCE THE NINE (9) FOOT NAVIGATION PROJECT BEGAN SOME THIRTY (30) YEARS AGO.

ALL OF OUR MAJOR PROJECTS ARE OF LONG STANDING AND HAVE BEEN STUDIED, RESTUDIED AND SURVEYED AND HAVE BEEN FOUND TO BE ECONOMICALLY JUSTIFIED; IN CONSTRUCTION THIS APPLIES ESPECIALLY TO OUR LOCKS AND DAMS IN ARKANSAS, WITH LOCK #6 AT FELSENTHAL, ARKANSAS ALMOST COMPLETE AND CALION LOCK #8 AT 95% COMPLETION. WE LOOK FORWARD TO BOTH LOCKS BEING COMPLETE IN 1984. THE TWO (2) LOCKS AND DAMS IN OUR ORIGINAL PROJECT IN LOUISIANA ARE COMPLETED.

AT THE REQUEST OF SENATOR DAVID PRYOR, THE CORPS COMPLETED

A STUDY OF THE ABILITY OF THE RIVER TO MOVE TWO (2) BARGES ABREAST TO CAMDEN, ARKANSAS ONCE THE NINE (9) FOOT CHANNEL IS REALIZED. THE STUDY WAS COMPLETED BY THE CORPS AND IS NOW IN THE HANDS OF THE ARMY.

OUACHITA RIVER VALLEY ASSOCIATION, TO DATE, HAS NOT RECEIVED THE PRESIDENT'S BUDGET FIGURES FOR OPERATIONS AND MAINTENANCE OF THE OUACHITA AND BLACK RIVERS IN ARKANSAS AND LOUISIANA FOR FY 1984. CORPS OF ENGINEERS CAPABILITY AND OUACHITA RIVER VALLEY ASSOCIATION REQUEST THE AMOUNT OF $2,500,000.00. THIS BEING A LESSER AMOUNT THAN WAS ASKED FOR IN THE PAST FIVE (5) YEARS. OPERATION AND MAINTENANCE IS A MUST IN REGUARD TO UPDATE AND MAINTAIN RECREATIONAL FACILITIES, ESPECIALLY THE SANITATION EQUIPMENT TO MEET STATE SANITATION CODES.

IN ADDITION OUACHITA RIVER VALLEY ASSOCIATION ASK THE COMMITTEE TO RECOGNIZE WHERE THERE ARE STRUCTURES ON OUR RIVERS WHICH ARE ALMOST DESTROYED BY AN ACT OF GOD, SUCH AS DAM #2 ON THE ARKANSAS DURING THE FLOODS IN DECEMBER 1982, THAT SPECIAL ATTENTION BE CONSIDERED BY THIS COMMITTEE AND THAT THIS COMMITTEE RECOGNIZE THE CORPS RESPONSIBILITY IN SUCH A DISASTER.

AS A FINAL REQUEST, OUACHITA RIVER VALLEY ASSOCIATION ASK THE COMMITTEE TO APPROPRIATE FUNDS NEEDED TO COMPLETE THE CROSSETT HARBOR, CROSSETT, ARKANSAS ON THE OUACHITA WITH THE CONSTRUCTION OF THE ELEVEN (11) RECREATIONAL SITES AS WAS ORIGINALLY PROPOSED SEVERAL YEARS AGO IN HEARINGS OF 1979. I UNDERSTAND A SPOKESMAN FROM THE FELSENTHAL COMMITTEE HAS OR WILL APPEAR BEFORE THE COMMITTEE TODAY.

MR. CHAIRMAN, FOLLOWING YOUR REQUEST TO BE BRIEF AND HOLD OUR WITNESSES TO A MINIMUM, THE OUACHITA RIVER VALLEY ASSOCAITION HAS COMPLIED. WE WISH TO THANK YOU AND THE COMMITTEE FOR THE PRIVILEGE OF APPEARING BEFORE YOU TODAY AND FOR YOUR CONSIDERATION OF OUR REQUEST.

FY 1984 APPROPRIATIONS ENERGY AND WATER DEVELOPMENT

Congressional Districts	Study & State	Estimated Federal Cost ($1,000)	Amount Included In President's Budget ($1,000)	Study Capability ($1,000)	Purpose of Additional Capability
AR 2, 3, 4 LA 5	Ouachita River Basin, AR & LA	7,760	696	1,366	Advance basinwide study 12 months. Advance study completion 12 months.
AR 4 LA 5	Ouachita & Black Rivers, AR & LA	257,000	9,200	9,200	No additional requirement.
AR 4	Blakely Mountain Dam-Lake Ouachita, AR	9,847	0	720	
	Sanitation (711)	(5,836)	(0)	(720)	Initiate: Construction for improvements at five sites ($620). Engineering and Design for existing sanitar deficiencies at seven remaining sites ($100).
	Cost Sharing (713)	(4,011)	(0)	(0)	Lack of local cooperation.
AR 4	Narrows Dam - Lake Greeson, AR	6,494	0	780	
	Sanitation (711)	(4,778)	(0)	(780)	Initiate: Construction for sanitary improvements at tw sites ($700). Engineering and Design for existing sanitary deficiencies at eight remaining sites ($80)
	Cost Sharing (713)	(1,716)	(0)	(0)	Lack of local cooperation.

Ms. PLATT. The tabulation sheet attached reflects the President's fiscal 1984 appropriations requests for the Ouachita River basin in Arkansas and Louisiana totaling $696,000.

The Corps of Engineers has a capability of $1,366,000. The Ouachita River Valley Association request parallels the Corps capabilities of $1,366,000. This amount exceeds the President's request by only $305,000, the smallest amount requested since the 9-foot navigation project began some 30 years ago.

All of our major projects are of long standing and have been studied, restudied, and have been found to be economically justified; in construction this applies especially to our locks and dams in Arkansas, with lock No. 6 at Felsenthal, Ark., almost complete and Calion lock No. 8 at 95-percent completion.

We look forward to both locks being complete in 1984. The two locks and dams in our original project in Louisiana are completed.

At the request of Senator David Pryor, the Corps completed a study of the ability of the river to move two barges abreast to Camden, Ark., once the 9-foot channel is realized. The study was completed by the Corps and is now in the hands of the Army.

OPERATION AND MAINTENANCE REQUIREMENT

Ouachita River Valley Association, to date, has not received the President's budget figures for operations and maintenance of the Ouachita and Black Rivers in Arkansas and Louisiana for fiscal year 1984.

The Corps of Engineers capability and Ouachita River Valley Association request is $2.5 million, this being a lesser amount than was asked for in the past years. Operation and maintenance is a must in regard to update and maintain recreational facilities, especially the sanitation equipment to meet State sanitation codes.

In addition, Ouachita River Valley Association asks the committee to recognize where there are structures on our rivers which are almost destroyed by an act of God, such as dam No. 2 on the Arkansas during the floods in December 1982, that special attention be given by this committee and that this committee recognize the Corps responsibility in such a disaster.

As a final request, Ouachita River Valley Association asks the committee to appropriate funds needed to complete the Crossett Harbor, Crossett, Ark., on the Ouachita with the construction of the 11 recreational sites as was originally proposed several years ago in hearings of 1979.

I understand a spokesman from the Felsenthal committee has or will appear before the committee today.

Mr. Chairman, following your request to be brief and hold our witnesses to a minimum, the Ouachita River Valley Association has complied. We wish to thank you and the committee for the privilege of appearing before you today and for your consideration of our request.

Thank you.

Senator HUDDLESTON. Thank you, Ms. Platt.

I appreciate your brevity and assure you the committee will give very serious consideration for all the requests that you have made.

Ms. PLATT. Thank you, sir.

Senator HUDDLESTON. I might add that Senator Pryor intended to be here but has been tied up elsewhere.

Thank you, very much.

Ms. PRATT. Thank you.

Senator HUDDLESTON. Mr. Edgar Harris, Jr., the Red River Valley Association, or Mr. Duggan, either or both.

If you gentlemen will identify yourself for the record and then proceed.

RED RIVER BASIN WATER RESOURCE PROJECTS

STATEMENT OF DON DUGGAN, CHAIRMAN, RED RIVER VALLEY ASSOCIATION; PRESIDENT, LEVEE BOARDS OF LOUISIANA; AND PRESIDENT, CADDO LEVEE BOARD, SHREVEPORT, LA.

Mr. DUGGAN. Mr. Chairman and members of the committee, I am Don Duggan, chairman of the board of the 58-year-old Red River Valley Association. Our organization represents citizens concerned with the water resource development of the Red River throughout Arkansas, Louisiana, Oklahoma, and Texas.

During our presentation before you today, my colleagues from each of the four States will testify on specific needs within their own States. However, before they begin. I would like to comment on the numerous overall benefits continued funding of the Red River project will bring to millions of citizens throughout our area of interest.

Potable water, for both residential and industrial use, has become a major concern of our area. The many aspects of the Red River project—from desalination to bank stabilization—all conbine to help make the Red a more practical water source for communities along the river. As an example of the potable water problems facing our citizens, I would like to cite the problem of Shreveport, La., the largest city on the Red with a population of some 210,000.

Unless it quickly finds a new source of water, all growth, especially the city's economic growth, will come to a standstill. The Red River would appear to be a logical solution to Shreveport's water needs. but the high salt content makes it too expensive to purify for use. Instead, the city is looking at having to build a 75-mile-long pipeline to obtain water from Toledo Bend Lake, when Red River runs right through the heart of the city.

HYDROELECTRIC POTENTIAL

The potential for more energy generation exists right on the Red, both through hydroelectrical generation facilities built into the locks and dams and through the utilization of brine to produce electrical power.

These new power sources can only become a reality if Congress sees fit to continue funding the studies and construction of test facilities which will allow the Corps of Engineers to develop the most feasible means of design for these energy-producing methods.

Thousands of acres of land each year are destroyed as the Red River's uncontrolled flow caves in banks. The result is continuing rampant destruction of valuable farmlands, the threatening of vital flood control facilities, and the endangering of high-cost investments such as bridges, pipelines, highways, railroads, and utility lines.

We have about three urgent situations such as this in our area today. The Red River Parish right to the south of us has lost a complete bank into the river and a railroad is being threatened at this time.

The south artery coming into the city of Shreveport is being threatened and also a railroad. So it is urgent that Congress provide funds for vitally needed emergency protection measures which will stop this destruction.

RED RIVER WATERWAY PROJECT

And, finally, in light of today's economic situation, I would like to briefly touch on one of the most important benefits of the Red River project, and that is the creation of jobs.

With millions of people out of work, with no prospect for new jobs in the immediate future, and many of these within the Red River basin, the Red River navigation project offers an extremely practical means of putting thousands of people to work—and not just make-work jobs, but at jobs that will have a lasting effect on the quality of life of the citizens of the Red River basin.

The importance of this job-creating aspect of the Red River project has already been recognized by Congress when it included an emergency jobs bill allocation of $9.5 million to the Corps of Engineers for Red River projects over and above funds already in the Federal budget for waterway improvements.

Basically, these jobs will be construction jobs. But the construction jobs will eventually be turned into other types of permanent jobs as the navigation project progresses, opening up the upper reaches of the Red to the potential for water-borne commerce to world markets. That this potential exists is verified by the fact that of all businesses begun in Louisiana last year, more than half of then are already involved in foreign trade.

Just a few months ago, the contract to begin construction on lock and dam No. 2 was awarded. While we are extremely pleased to see this occur, the one sad note was the length of time it took to see this happen—6 years after lock and dam No. 1 was begun.

Now, we visited with some of you yesterday and we are told that when this project was slowed down some months ago that the Corps of Engineers quit working on the plans and that it would take approximately 3 years to finish the plans.

We don't feel that we can live with this and we believe that with some encouragement from your committee that you could get the Corps to finish these plans in less time than that, and we would like to have a groundbreaking on lock and dam No. 3 about November 1984. And with your help, we are going to work in that direction.

I urge you not to let any more delays to this project occur and that construction on lock and dam No. 3 begin as soon as possible.

Thank you, very much, for allowing me to present these comments on behalf of the Red River Valley Association.

With your permission, we will now proceed with other witnesses.

The first one will be Mr. Richard Bennett from the State of Louisiana.

STATEMENT OF RICHARD BENNETT, ASSISTANT CHIEF ENGINEER, OFFICE OF PUBLIC WORKS, LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

Mr. BENNETT. Mr. Chairman, my name is Richard Bennett, assistant chief engineer of the Office of Public Works for the Louisiana Department of Transportation and Development.

The statement I will be giving you this morning is in behalf of the Office of Public Works and the Red River Waterway Commission of Louisiana.

I am especially concerned about the trend that seems to be developing of funding on projects on the Red River. Included in the group that is with us today are representatives of a number of governmental agencies, waterway commission levee boards, municipalities, other local governing bodies, and general public from Louisiana and the other States in the basin, who are here this morning at considerable expense, expensing their own time and money to be here to indicate to you their support for these projects.

RED RIVER BANK PROTECTION AND STABILIZATION

In recent years, funding of Red River emergency bank protection and Red River levees and bank stabilization below Dennison Dam has been systematically reduced to the extent there is now no proposed budget amount for these projects.

Of the authorized projects on Red River and Louisiana, there are three major ones—Red River bank stabilization below Denison Dam, Red River bank protection, and Red River waterway project.

The reduction of funding on some of these projects has been done in anticipation of the Red River Waterway project construction which would accomplish some of the same objectives. We testified last year, and we urge again today, that this dangerous trend be halted and reversed or there may be no effective program for controlling Red River.

Red River Waterway project, which is a navigation project, cannot be relied upon to serve flood control about objectives. The Red River levees and banks stabilization below Denison Dam project is the only comprehensive flood control program on the Red River containing authorization for construction of a variety of flood control measures and for which there is no existing substitute.

This authorization provides for construction of the first line of defense against the flooding for the Red River Valley and its citizens. There is no money in the President's proposed budget for Red River levees and bank stabilization below Denison Dam.

We are asking that the sum of $15 million be appropriated for this project in fiscal year 1984.

There are a number of locations on the river where work is needed and that will justify this figure.

We can provide a list of these if necessary.

Senator HUDDLESTON. I think that will be helpful to the committee to have that list.

Mr. BENNETT. We will be glad to furnish the list.

Red River emergency bank protection authorization exists for the purpose of construction bank stabilization work as early as possible in the most critical locations on Red River instead of waiting several years and losing many millions of dollars in damage while overall activities are carried on or steps that need to be taken before the comprehensive approach to the work can be forwarded.

Thousands of acres of productive land will be protected and the desirable land of Red River will be preserved if this project receives funding. Otherwise, far greater expenditures will be required in the future to accomplish the same end. We are requesting that $10 million be appropriated for this project in fiscal year 1984. Again, a list of locations can be provided, if necessary, and we will include those with the list for the other project.

We ask that you reverse the trend. Both Senator Long and Senator Johnston indicated to you earlier their concern for this particular thing, and we certainly support the comments that they made at that time.

RED RIVER WATERWAY PROJECT

I would now like to address the Red River Waterway project. The Red River Waterway Commission of Louisiana has spent more than $12.5 million for the purpose of almost 18,000 acres of rights-of-way and other local participation requirements since the project began. For the past few years, we spent almost $2.5 million per year in this pursuit. During the lull in construction on the project over the past few years, our police juries, city governments, port authorities, and private businesses have spent significant amounts of money toward development in the Red River Valley and expectation of the day when commercial navigation will be a factor on Red River. The funding included in the administration's proposed budget for this project is, therefore, met with a view of relief and reduced to some extent the anxiety to be felt as a result of several previous years of lack of adequate funding. Rights-of-way acquisitions by the commission are well ahead of the construction. Appropriations of an additional $33.5 million over and above the President's proposed budget would allow the utilization of the rights-of-way already acquired by the commission. Those lands now lie idle due to the lack of construction funds. Red River Valley in Louisiana is one of the Nation's economic depressed areas where unemployment is well above the national average. Additional funding we are requesting beyond the administration's proposed budget will stimulate the economy in the valley, provide much needed jobs, and contribute to the national economy recovery.

The State of Louisiana shares the goal of the administration and the Congress of reducing deficits and balancing the national budget. We feel that the additional funding we are requesting is such a very small portion of the Federal budget that its impact on the deficit will be negligible and part will be offset by the increased economic activity it will generate. Our request is compatible, we feel, with the administration's overall economic goal. This project has borne for the past several years an excessive share of the budget cuts compared to other programs and water resources projects in other areas. The additional funding we request, if granted, will be a move toward restoring equity in this program. There are a number of other projects in the Red River basin for which funding is requested in the coming fiscal year. Those projects and needs are addressed in our written brief which has been filed for the record with the staff.

We solicit your favorable considerations for these requests. We also wish to be recorded in support of the request made by the Red River Valley Association and the representatives of our sister State in the basin testifying here today. Thank you for the opportunity to share with you our views.

Senator HUDDLESTON. Thank you very much.

[The statement follows:]

STATEMENT OF ARTHUR R. THEIS, CHIEF ENGINEER, LOUISIANA OFFICE OF PUBLIC WORKS, DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

RED RIVER BASIN

The Louisiana Department of Transportation and Development, Office of Public Works is the agency designated to represent the State of Louisiana for the coordinated planning and development of water resources including flood control, navigation, drainage, water conservation, and irrigation projects. Therefore, this statement is presented on behalf of Governor David C. Treen and the State of Louisiana. We are pleased to present the following endorsements and recommendations for Fiscal Year 1984 appropriations for Louisiana projects in the Red River Basin.

RECOMMENDED APPROPRIATIONS FOR RED RIVER BASIN PROJECTS
FISCAL YEAR 1984

LOUISIANA PROJECTS	BUDGET ALLOWANCE	LOUISIANA REQUEST
Construction		
Bayou Bodcau & Tributaries	$ 400,000	$ 400,000
Lower Red River-South Bank Red River Levees (Funded in M.R.&T. Program)	600,000	1,000,000
Red River Emergency Bank Protection	-0-	10,000,000
Red River Levees & Bank Stabilization Below Denison Dam	-0-	15,000,000
Red River Waterway, Mississippi River to Shreveport	63,700,000	97,190,000
Planning		
Red River Waterway, Shreveport, La. to Vicinity of Index, Ark.	-0-	490,000
Studies		
Aloha-Rigolette Area	175,000	175,000
Red River Below Denison Dam, Comp. Basin Study	460,000	665,000
Operation and Maintenance		
Bayou Bodcau Reservoir	815,000	815,000
Caddo Lake	245,000	245,000
Red River Waterway, Mississippi River to Shreveport	1,075,000	1,075,000
Wallace Lake	185,000	185,000

NOTE: The projects listed above are only those in Louisiana and directly affecting the State. We realize that there are others outside of Louisiana that are vitally important to the Basin and we endorse the recommendations of the Red River Valley Association.

RED RIVER WATERWAY, MISSISSIPPI RIVER TO SHREVEPORT
(Budget: $63,700,000 Request $97,190,000)

The Red River Waterway Project was authorized in 1968 by the 90th Congress only after it was given the usual series of examinations and tests of its cost-benefit aspects which are unique to water resources projects and are not required of other types of programs. The project was found to comply with these requirements and to be amply justified even though these amlyses do not allow credit for some types of benefit which are none the less real. The increased availability of water supplies for municipal and industrial use and the hydro-power benefits of the project have not even been fully assessed. In spite of these omissions, the project was still found to be justified both from the economical and environmental view points.

The magnitude of local participation in this project is very large compared to similar projects in other areas. The Red River Waterway Commission of Louisiana has expended more than $12.5 Million for the purchase of over 18,000 acres of rights-of-way and other local participation requirements since the project began. Additionally, local interests, through police juries, city governments, and port authorities have expended significant amounts in preparation for the development of adequate port and harbor facilities, looking forward to the day when commercial navigation will be a fact on the Red River and relying on our agreement with the Federal Government to construct the project.

Construction on the Red River Waterway has been drastically reduced for the past three years due to Congress not appropriating funds for the project. During this period the Commission has continued to acquire rights-of-way requested by the U.S. Army, Corps of Engineers, and are now well ahead of construction with rights-of-way acquisition. Appropriation of an additional $33,490,000 beyond the proposed $63,700,000 will allow for the utilization of the rights-of-way already acquired by the Red River Waterway Commission. These lands now lie idle due to lack of construction funds.

Extensive benefits of the navigation project in the areas of flood control, bank protection, reduced sedimentation, water supply, fish and wildlife, and valley-wide developments will result from completion of the waterway. The Red River Basin is one of the last major river basins in the United States remaining to be developed and Louisiana has coordinated with the States of Arkansas, Oklahoma, and Texas in developing the navigation project. The area encompassing the Red River Basin in Louisiana and adjacent states is economically depressed and suffers chronically from low employment. Major industries have not developed in the basin because of lack of navigation facilities and the uncertainty of river bank stability.

The State of Louisiana shares the goal of the President and of Congress of reducing deficits and of balancing the national budget. We feel, however, that the additional funding we are requesting beyond the President's proposed budget will be compatible with the Administration's economic goals for reducing deficits and stimulating economic recovery.

RED RIVER, EMERGENCY BANK PROTECTION
(Budget: -0- Request: $13,000,000)

Thousands of acres of productive land are lost to the river each year and improvements must be relocated or abandoned when threatened by caving banks. Authorized under the River and Harbor Act of 1968, this emergency program treats major meanders and corrects misalignment prior to the time when normal construction funding becomes available. The funding requested will preserve the desirable alignment of Red River in addition to preventing the destruction of valuable property and improvements along the river. If this work is not done now, far greater expenditures will be required in the future to accomplish the same ends.

RED RIVER LEVEES AND BANK STABILIZATION BELOW DENISON DAM
(Budget: -0- Request: $12,000,000)

The Red River Levees and Bank Stabilization Below Denison Dam Project is the only comprehensive flood control program on the Red River containing authorization for construction of a variety of flood control measures, and for which there is no existing substitute. The facilities constructed under this authorization are the first lines of flood protection for the Red River Valley and its citizens.

Because of planned construction schedules for the Red River Waterway Project, construction under this program was de-emphasized. Now that construction of the Waterway Project has been greatly delayed, it is imperative that the Red River Levees and Bank Stabilization Below Denison Dam program be resumed.

We request that the sum of $12 Million be appropriated for this project in Fiscal Year 1984.

RED RIVER WATERWAY, SHREVEPORT, LA. TO VICINITY OF INDEX, ARK.
(Budget: -0- Request: $490,000)

The Red River Waterway, Shreveport to Index reach is an important part of the authorized project. We urge that the $490,000 capability be appropriated to continue planning in this area.

The State of Louisiana, its Office of Public Works, in particular, wishes to commend the Appropriations Sub-Committees on Energy and Water Development and express our appreciation for the foresight and understanding exhibited in the past of the need for authorizing adequate levels of appropriations for water resources projects which are vital to the national interest. We solicit your further consideration of the recommendations presented herein.

STATEMENT OF JOHN STROUD, ATTORNEY, RED RIVER COMMISSION

Mr. DUGGAN. The next witness will be Mr. John Stroud, representative of the State of Arkansas.

Senator HUDDLESTON. Let me say, as you know, this committee has strongly supported this project in the past. We have effective supporters on the subcommittee and the committee itself. Anything you can do to summarize your statements will be helpful to us.

Mr. STROUD. Thank you, Mr. Chairman, I will certainly do that. I appear in behalf of the Red River Commission of Arkansas as their attorney. This is a commission created a number of years ago to work with the Congress, with the Corps of Engineers, to seek an—or determine development of the Red River in Arkansas. Our largest problem since the upstream dams has been completed is bank caving. Earlier this morning, Senator Johnston spoke of the two sources of funding for bank caving; that is, the emergency bank protection and Red River levees and bank stabilization below Denison Dam. We have had several reaches of the river stabilized through these programs and we have some critical reaches that have not been stabilized due to a cutback in funding, and last year no funding.

Senator HUDDLESTON. The work that has been done, has it proven to be pretty effective?

Mr. STROUD. It has been completely effective. We have three ready right now to go to construction, rights-of-ways, and we have had one cut off. Within the next 2 weeks, we will have the right-of-way for a double cutoff that is vitally needed. Last summer, we had a long period of high water on the Red and we had the Red River break through into Little River right at the point of a water treatment plant and making water unusable for the city and other municipal uses. That is underway and being repaired, but it cost at least twice as much because of the very things Senator Johnston mentioned; repair is just much more expensive after the breakthroughs have occurred.

One program that the Congress has funded every year for about 6 or 7 years, is the first item on our list—the Red River Waterway, Shreveport, La., to Index, Ark.—a comprehensive bank stabilization program that we hope precedes eventually navigation Index, which is the point of the Arkansas-Texas boundary. Last year, that continued preconstruction planning was not funded and we earnestly seek reinitiation again. The Corps capability is $409,000. We think the level of funding is not as important as that it continue to be funded. We have been building a Red River trust fund in Arkansas for over 7 years, money from the State, from cities and counties, another million dollars just appropriated by the general assembly. If the Congress does not keep the plan in, it makes it very difficult to raise the non-Federal cost. We ask you to reinstate that.

I would like to address one other factor and that is the written testimony indicates $6.8 million for Red River emergency bank protection and $1.6 million for the Red River below Denison Dam. Senator Johnston and Mr. Bennett both talked about $25 million, 10 and 15. This year there has certainly been a problem with what is the Corps stated capability. So I simply want to support the larger request. I am certain it can be spent. These figures were given to me last week from the Vicksburg office and the Corps acknowledged they had not worked up the true capability. I think there is some jobs bill. We support that, and without reading the other portions that are in the budget, these items I mentioned are not in the budget and we sincerely ask that you reinstate them.

[The statement follows:]

STATEMENT OF THE RED RIVER COMMISSION OF ARKANSAS

On behalf of the Red River Commission of Arkansas, as its attorney, I wish to thank the members of this Committee for the privilege again of expressing our concerns and needs for funding from the Congress to continue the orderly development of the Red River Valley in Arkansas.

Sixteen years ago, the bank caving on the Red River in Southwest Arkansas became so acute that all of the levee boards in Arkansas bordering the Red River joined together to form an association to speak to the Congress in a united voice and express our needs. At that time, some of the upstream dams had been completed, and since that time others have been completed. We now have in Southwest Arkansas Millwood, Gilham, Dierks and DeQueen Dams, all contributing to the reduction of the threat of flooding. However, as the members of this Committee know, with the controlled level of Red River, the stream tends to remain at one-half to two-thirds bank full for long periods of time, and bank caving has greatly accelerated.

The State of Arkansas became greatly concerned of the irreparable loss of its most fertile farm land, and ten years ago created the Red River Commission, vesting it with the authority to furnish the local cooperation necessary for the construction of projects and to coordinate with the Corps of Engineers and the Congress to promote the continued development of water resources on the Red River in Southwest Arkansas.

RED RIVER WATERWAY PROJECT, SHREVEPORT, LOUISIANA, TO INDEX, ARKANSAS

For six years, Congress funded the preconstruction planning for this comprehensive bank stabilization program on the Red River upstream from Shreveport, Louisiana, to Index, Arkansas, which is the boundary between the States of Arkansas and Texas. Last year, the Congress failed to include another year of continued preconstruction planning, and we urge, as our most important plea, that you reinstate the preconstruction planning of this segment of the river. The thousands of dollars contributed by the counties bordering the Red River in Arkansas, and the cities and towns within those counties, as well as the millions of dollars appropriated by the Arkansas General Assembly into the Red River Waterway Trust Fund to meet the non-federal costs of the construction of this project, will all be for naught unless preconstruction planning is continued to its completion, and then transition made to the construction phase.

The Corps of Engineers has estimated that over 1,000 acres of the most fertile farm land in the South is lost each year in this reach of the river due to bank caving, only to wash up downstream as sandbars. This is a loss of some of the nation's most valuable resources that it can ill-afford. We also point out that the completion of this project will be of benefit to the navigational project downstream and presently under construction, inasmuch as siltation into the navigable channel will be substantially decreased with the construction of the comprehensive bank stabilization works upstream of Shreveport. We, therefore, request an appropriation of $490,000 to resume the preconstruction planning of the comprehensive bank stabilization program between Shreveport, Louisiana, and Index, Arkansas.

RED RIVER EMERGENCY BANK PROTECTION (LOUISIANA, OKLAHOMA, ARKANSAS AND TEXAS) AND RED RIVER LEVEES AND BANK STABILIZATION BELOW DENISON DAM (TEXAS, ARKANSAS AND LOUISIANA)

Even with prompt resumption of the preconstruction planning of the comprehensive bank stabilization program between Shreveport, Louisiana, and Index, Arkansas, it will still be several years before construction can commence. We, therefore, feel it imperative that these two programs continue to provide stabilization at those points on the river where the caving is most critical and where the caving is endangering public facilities, such as highways, pipelines and bridges, as well as in those areas where the existing levees have been set back repeatedly and it is less expensive to stabilize the bank than to continue the periodic levee set backs.

Less than two years ago, the first cut-off was completed on the Red River at a point known as the Mays Lake Cut-off. The Red River Commission of Arkansas, worked with the local landowners and levee districts to obtain the right of way necessary for that project. A second cut-off that will cut through a double bend in the river and be known as Goose Lake Cut-off has resulted in numerous meetings of the landowners in the area. Within the next ten days, we are confident that we will have the assurances of funding to provide the right of way for that project, which, of course, cannot occur without continued funding of these two projects by the Congress. Just last summer, the Red River broke through a narrow strip of land between it and Little River were a water treatment facility is located for the treatment and transmission of the relatively pure water of Little River for use by the City of Hope, Arkansas. Although efforts are underway to repair this break-through, it could have been accomplished must less expensively with earlier funding. There are other critical areas where irreparable harm will occur unless these two programs are funded.

We are aware that the Congress has recognized the importance of these two programs by appropriating funds for them in the recently enacted Jobs Bill to create employment and an economic impact in the area. However, we urge that the Congress appropriate $6,800,000 for the emergency bank protection program, and $1,600,000 for the Red River Levees and Bank Stabilization Below Denison Dam program, in addition to the funds made available by the Jobs Bill, due to the seriousness of bank caving on the Red River in Arkansas and in our sister states of Louisiana, Oklahoma and Texas.

RED RIVER BANK STABILIZATION, INDEX, ARKANSAS TO DENISON DAM

Bank caving is not only a serious problem between Index, Arkansas, and Shreveport, Louisiana, but it is likewise a serious problem between Index, Arkansas, and Denison Dam. Inasmuch as several years are required to complete preconstruction planning of a comprehensive bank stabilization program, we urge you to initiate the study in this reach of the river. This project is more vital to the States of Texas and Oklahoma, but we join them in urging an appropriation of $350,000 for this project.

RED RIVER BELOW DENISON DAM, COMPREHENSIVE BASIN STUDY

We compliment the wisdom of the present administration for including initial funding of this comprehensive study of the entire Red River Basin in its budget proposal. Certainly, a study of the feasibility of hydropower, water supply systems utilizing the water of Red River, and other multi-purpose economic development projects in the valley are most needed. We, therefore, urge support of the President's budget request for $460,000 to initiate this program.

McKINNEY BAYOU

The Congress authorized this project in 1976 to deepen and widen the channels of the main drainage ditch of surface water run-off in Miller County, Arkansas, a county contiguous to the Red River. So many acres of woodlands have been cleared since the ditch was initially constructed that it is presently grossly inadequate to drain the area following a heavy rain or even light repeated precipitation. Since this project was originally planned, its scope has been substantially reduced and efforts are underway now to determine the availability of the non-federal costs of the project. This is a joint project with the State of Texas, and we support the appropriation contained in the President's budget of $270,000 for continuation of the preconstruction planning of this project.

RED RIVER WATERWAY, MISSISSIPPI RIVER TO SHREVEPORT, LOUISIANA

It is a pleasure to support the request of the State of Louisiana for continued funding of the construction of Lock and Dam No. 2 on the Red River. We are well aware of the economic impact that will occur in our area once the navigable channel has reached Shreveport, Louisiana, and we are equally aware that our dreams of having navigation extended upstream to the Arkansas-Texas border cannot occur until navigation has reached the port of Shreveport. We, therefore, urge your thoughtful consideration of appropriation of the sum of $83,940,000 for this project, rather than the lesser sum of $63,700,000 contained in the President's budget request.

.	Red River Waterway, Shreveport, Louisiana, to Index, Arkansas - for resumption of preconstruction planning; President's budget request for FY-84 - none; our request	490,000
2.	Red River Emergency Bank Protection (Louisiana, Oklahoma Arkansas and Texas); President's budget request for FY-84 - none our request	6,800,000
3.	Red River Levees and Bank Stabilization Below Denison Dam (Texas, Arkansas and Louisiana); President's budget request for FY-84 - none our request	1,600,000
4.	Red River Bank Stabilization, Index, Arkansas, to Denison Dam (Arkansas, Oklahoma and Texas) for initiation of preconstruction planning; President's budget request for FY-84 - none our request	350,000
5.	Red River Below Denison Dam, Comprehensive Basin Study (Arkansas, Louisiana, Oklahoma and Texas) for initiation of planning President's budget request for FY-84 - $460,000 our request	460,000
6.	McKinney Bayou; requested appropriation for continuation of preconstruction planning and for construction; President's budget request for FY-84 - $270,000 our request	270,000
7.	Red River Waterway, Mississippi River to Shreveport, Louisiana - to continue construction; President's budget request for FY-84 - $63,700,000 our request	83,940,000

ARKANSAS WATER RESOURCE PROJECTS

STATEMENT OF HON. DAVID PRYOR, U.S. SENATOR FROM ARKANSAS

Senator HUDDLESTON. The committee is asking the Corps for an updated list of all of their capabilities on all of these projects, which we should have before we get into the markup session.

I might also interrupt here, if you will yield; Senator Pryor has arrived.

Senator, we will be glad for you to make any comment or deliver your statement at this point, if you would like, or join us here at the chair.

Senator PRYOR. Thank you, Mr. Chairman. I am not going to deliver my entire statement, Mr. Chairman. I apologize for being so late. Usually in Arkansas and Texas, football is something that attracts our attention and this morning our attention once again has been attracted to the site of the Federal Home Loan Bank Board. They are trying to move the Board from Little Rock where it has been for 50 years to Dallas. We had another shootout down at the Federal Home Loan Bank Board this morning.

Senator HUDDLESTON. Compromise and move it to Louisville.

Senator PRYOR. In all candor, I suggested, its a five-State region, so I suggested if they wanted to move it to Dallas, let us move it to where we would all have fun, move it to Bourbon Street. I do not think that all went over well.

Mr. Chairman, thank you, I apologize for interrupting my friend and colleagues. I see many here today. I do appear, Mr. Chairman, in my new capacity as president of the Lower Mississippi River Valley Flood Control Association, and for many years I have had the opportunity of working with these fine people as well today as being a spokesperson of sorts for the Red River Valley Association and the Ouachita River Valley Association.

Mr. Chairman, on many occasions, I have had the opportunity to come before this committee speaking with and for these fine individuals and they have been very diligent in what they have attempted to do in these fine river projects in our part of the country.

I, too, Mr. Chairman, would just like to say a personal word about Mrs. Eunice Platt. She and I are from the same hometown. I understand Mrs. Platt has already given her testimony. She is the executive director of the Ouachita River Valley Association in my hometown of Camden. I have known her for many years, and I must say, Mr. Chairman, that today is probably a bittersweet day for Eunice. I am sure all of us remember her deceased husband and my good friend Lloyd Platt, who was here a year ago today, testifying before this committee representing this fine association. His passing in this past year represents a real loss to the Ouachita River Valley Association and the Arkansas Waterways Commission and to the city of Camden, Ark.

We have several items of specific interest in the proposals that we want to discuss this morning. I am sure these witnesses this morning have expressed, and will continue to express, the various and specific concerns in these three projects on behalf of these organizations.

Mr. Chairman, I want to thank you personally, too. You have been a long-time supporter of these projects, a good friend, and certainly one who recognized what these projects mean to our part of the country. We all appreciate that, Senator. Thank you.

Senator HUDDLESTON. Thank you.

Mr. DUGGAN. We are still remembering the last trip you sponsored for us from Louisiana to Pine Bluff. Thank you very much for that.

Senator PRYOR. That was a joyous occasion to take the group from your State to Pine Bluff. We want to welcome you back again.

Senator HUDDLESTON. Your colleagues are doing an excellent job, I might say, on your behalf.

STATEMENT OF ED EDINGER, VICE PRESIDENT FROM OKLAHOMA, RED RIVER VALLEY ASSOCIATION

Mr. DUGGAN. The next witness will be Mr. Edinger, representing the State of Oklahoma.

Mr. EDINGER. I am Ed Edinger, vice president, Red River Valley Association of the State of Oklahoma. First of all, I would like the delegation from the State of Oklahoma to stand and be recognized.

I certainly do thank these people for taking their time and coming up here on behalf of the Red River Valley Association. There are several things we are quite concerned with, one being the Arkansas-Red River chloride control projects in the western part of Oklahoma and the State of Texas. We certainly do urge that the funding be continued on those projects for the development of solar ponds for electricity and also clearing up the river from the northern reaches on the way down which will provide water for municipalities, irrigation, farmland, and what have you, all the way from the upper reaches right on down to the mouth. If that river was cleared up, it would save many, many millions of dollars in the future for the development of the Red River basin. We certainly do want to urge a full maximum development of the Red River in its entirety.

There are several other projects, including the hydroelectric power, additional power in the Denison Dam, and the possibility of adding the hydroelectric power to the Hugo, Pine Creek, and Lukfata Dam. On the Lukfata Dam, it is a dam authorized for many years but has been held up by the leopard darter which exists in all streams in southeast Oklahoma, Texas, and Louisiana. Not only in that little creek but at Lukfata Dam, construction has been stopped. We also urge construction of Lukfata Dam in southeastern Oklahoma, and Parker Reservoir in central Oklahoma, which is entirely needed for water development in seven counties up there which has no other means of gaining water for municipalities and public use.

And then, finally, to harness the Red River for the construction of the Boswell Dam. These are all items that at best need attention and the bank stabilization, my colleagues mentioned before, is in dire need, not only for the saving of the farmlands along the river, but the caving of the banks will make the navigation project more expensive due to dredging to keep the river ready for navigation at all times.

We certainly do want to urge navigation from the mouth of the river clear on up to Dennison Dam. We feel this is needed for the entire construction and full maximum development of the Red River. The rest of the testimony is in the written report. We do certainly thank you for the time given this morning.

[The statement follows:]

STATEMENT OF ED EDINGER, VICE PRESIDENT, OKLAHOMA RED RIVER VALLEY ASSOCIATION

It is again my pleasure to appear before this committee in support of the Red River Valley basin. As a representative for the State of Oklahoma to the Red River Valley Association, I urge you to continue the funding of all Red River projects. We realize that funding is necessarily being reduced but feel no projects should be eliminated but carried on at a reduced schedule. There is much to be done in the basin. Millions of dollars have been spent to harness the river with the construction of many dams on the tributaries of the Red. For this, we all certainly do thank you. However, a number of these projects would be more beneficial to all if further work would be performed, such as hydropower development feasibility studies on Denison Dam, Pine Creek, Hugo, Lukfata, and Parker Lakes, as well as other projects in the Red River basin. Also, the further study of utilizing brine collected at the chloride control projects currently under construction in western Oklahoma and Texas for solar energy. Adding solar ponds and producing electricity will make the chloride control projects much more feasible.

Speaking of chloride control, we are vitally concerned with the 10 natural salt pollution areas within the upper Red River basin. There exists a vital and natural interest in reducing the mineral pollution of the Red River for economic growth as directly related to agriculture, municipal, and industrial benefit. The association has actively supported the work of reducing manmade pollution of the river and has followed, with keen interest, the work of the Corps of Engineers in finding sources of natural salt pollution and devising ways of abating them.

Passage of the 1966 and 1970 Flood Control Acts authorized construction of measures to control the natural salt pollution from areas VI, VII, VIII, IX, X, XIII, XIV, and XV in the basin, subject to the provision that construction on the project could not be started until approved by the Secretary of the Army. Initiation of construction on area VIII on the Wichita River prior to the required approval by the Secretary of the Army was authorized by the 1974 Water Resources Act. Construction on area VIII, which includes the Truscott brine lake, was begun in February 1977 and is nearing completion. With the exception of area VIII, construction on the remaining seven areas and two brine lakes of the Red River chloride control project is awaiting approval by the Secretary.

The approval of the Red River chloride control report, submitted to the Secretary of the Army in August 1977, was deferred pending an economic reanalysis that was conducted by the Corps of Engieers. The economic reanalysis, which reaffirmed the economic feasibility, was submitted to the Secretary of the Army for final action in January 1981.

The Red River Valley Association understands that an issue delaying approval for construction is the matter of cost sharing. It is the intent of the authorizing legislation that removal of natural pollution sources is a Federal responsibility and removal of manmade pollution sources is a non-Federal responsibility. Since the time these responsibilities were identified, Red River Valley Association members have worked closely with the participating States to assure that local responsibilities have been successfully undertaken in a fully cooperative manner. This effort was performed in anticipation that Federal responsibilities would be executed in a responsible and timely fashion.

The State of Texas has expended over $25 million controlling manmade salt pollution over the past years, and the State of Oklahoma is spending $5 million annually. Therefore, we fully believe our role is being achieved and will continue to be strengthened. However, the cooperative project goal to make basin waters suitable for beneficial use cannot be attained unless Federal responsibilities are discharged.

The Red River Valley Association strongly recommends that the Secretary of the Army approve the report and that the Corps of Engineers receive $3,329,000 toward completion of area VIII and to initiate construction of the remaining areas in the basin.

Another item of great concern is the bank stabilization of the Red from Index, Ark., to Denison Dam. The widely fluctuating stages and high flows of the river have caused excessive bank caving of very valuable farmlands on both sides of the river in Oklahoma and Texas and if this is allowed to continue, the operation of the navigation system now being constructed on the lower portion of the Red will certainly be very high due to the necessary dredging operation.

We would also recommend further consideration be given to two major projects still necessary for proper flood control on the Red River. They are the Lukfata Dam on Glover River in McCurtain County in southeast Oklahoma and Parker Lake on Muddy Boggy Creek in Oklahoma. Parker Lake is needed for flood control and municipal water supply for central Oklahoma.

Also, we wholeheartedly support the continuation of the locks and dams needed to bring navigation into the Shreveport area and continuing on the Denison Dam.

STATEMENT OF HOMER TANNER, MANAGER, NORTHEAST TEXAS MUNICIPAL WATER DISTRICT

Senator HUDDLESTON. Thank you, gentlemen. We will have all your written testimony before us.

Mr. DUGGAN. The next speaker is Mr. Homer Tanner, State of Texas.

Mr. TANNER. My name is Homer Tanner, manager of the Northeast Texas Municipal Water District in the State of Texas. I represent the Red River Valley Association and State of Texas. I am in an enviable position, sir, of not having supposed to be here. I have a statement for the State of Texas. It will be submitted for the record if you will permit me, sir.

I have followed all these gentlemen and they have given you an eloquent presentation of the problems on the Red River and those problems that exist on the Red River in Louisiana, Arkansas, and Oklahoma also exist in Texas. I will be quite brief in saying to you, sir, we appreciate the work you have done that predates your consideration of the events that have taken place here, and hope this committee in its judgment will give favorable consideration to the requests that have been made so far.

Senator HUDDLESTON. You will be sure that will happen. Are you from Austin, Tex.?

Mr. TANNER. Dr. Herb Grubb is from Austin, Tex.

[The statement follows:]

STATEMENT OF THE TEXAS DEPARTMENT OF WATER RESOURCES

The Texas Department of Water Resources respectfully submits project testimony regarding Corps of Engineers projects located in the Red and Sulphur River Basins and Cypress Creek Basin of the State of Texas.

Responsibility for Statewide planning and development of water resources rests with the Texas Department of Water Resources. The Department has been designated as the State agency to cooperate with appropriate agencies of the Federal government and with other State and local agencies in matters relating to water resource development. In order to assure orderly development of the State's water resources, the Department has formulated and adopted a comprehensive Statewide "Texas Water Plan", which under Texas statutes serves as a flexible guide for present and future water development in Texas.

The plan indicates the need for specific projects, including alternatives, to meet the State's water need and to provide National, State, and regional economic growth and stability. The Department of Water Resources maintains a continuing planning program in order to address changing economic, social, hydrologic, and environmental conditions in the State. The projects included in this statement are considered as integral elements in the State's present and future water resource development program.

ARKANSAS-RED CHLORIDE CONTROL PROJECT

The Arkansas-Red River Basins Chloride Control project, directed toward the improvement and preservation of water quality in the states of Texas, Oklahoma, and Kansas, is imperative in order to realize full utilization of these surface-water supplies. Presently, more than 1,000 miles of streams in the river basins are severely contaminated by natural brines. Consequently, waters of the streams are not suitable for municipal and most industrial and agricultural purposes. Large volumes of salt enter the streams from 15 natural sources, 10 of which are located in Texas. There exists an immediate need for good quality water within and to the west of the areas of natural salt pollution, as well as a long-term need downstream in the eastern part of the Red River Basin.

Section 74 of the Water Resources Development Act of 1974 authorized initiation of construction of natural salt-control facilities within the Wichita River Basin, a tributary of the Red River, and identified as Area VIII of the Arkansas-Red Chloride Control project in Texas. Natural salt-contributing sources adversely affect the quality of water stored in Lake Kemp, a water supply and flood control reservoir located on the main stem of the Wichita River, to the point that this water is unsuitable for many beneficial uses, including municipal water supply purposes. The quality of water cannot be improved, and the supply cannot be fully utilized, unless construction of natural salt-control facilities is completed. The Department supports the President's recommended budget level of $3,329,000 for FY 1984 for continuation of construction of chloride control structures of the Ark-Basins Chloride Control (Area VIII) project.

With the exception of Area VIII, construction in the remaining seven areas and two brine lakes of the Red River Chloride Control project is awaiting approval by the Secretary of the Army. It is our understanding the Secretary is delaying approval pending a commitment of up-front financing from the states involved in the overall project.

Congress authorized construction of the entire Red River Chloride Control project to control natural brine sources as a 100 percent federal project (P.L. 89-789 and P.L. 91-611). Subsequently, the components of the overall project were re-evaluated by the Corps of Engineers, at the request of Congress, and the results of the re-evaluation have been reported in the Corps' "Supplemental Data to Arkansas-Red River Basin Chloride Control, Red River Basin Design Memorandum No. 25, General Design, Phase I—Plan Formulation," Vols. I and II, Department of the Army, Tulsa District Corps of Engineers, Oklahoma, November 1980. The re-evaluation reaffirmed both the economic and tehnical feasibility of this project. According to our information, the Secretary of the Army has not reached the necessary decisions regarding this project and has not forwarded the findings and project reafirmation onward for ultimate Congressional action.

We urge strongly that Congress request the Secretary of the Army to reach a decision, and forward the report and his recommendation on this project to the Office of Management and Budget, in accordance with the provisions of the project's authorizing legislation.

LAKE WICHITA, HOLIDAY CREEK

Lake Wichita was constructed on Holiday Creek by the City of Wichita Falls, Texas, in 1901. The dam and spillway, which provides partial flood protection for highly developed urban areas of the City of Wichita Falls, has deteriorated badly and the spillway capacity is inadequate to handle floods which occur in the Holiday Creek watershed. Further, the dam has been assigned a high hazard classification by the Corps under the National Dam Safety Program and has been declared unsafe by both the Corps and the State of Texas. In response to Congressional resolution and studies authorized by the Chief of Engineers, the Corps has completed studies and has recommended a plan to meet the flood control needs of the area which includes replacement of the existing Lake Wichita Dam and enlargement of the channel downstream of the dam. The City of Wichita Falls strongly supports the project and will assume all non-federal responsibilities.

The President's budget recommends $200,000 be provided for the Lake Wichita—Holiday Creek project during FY 1984. The Department strongly supports appropriation to the full extent of the President's budget for FY 1984.

RED RIVER WATERWAY, LOUISIANA, ARKANSAS, OKLAHOMA, TEXAS (INDEX, ARKANSAS TO DENISON DAM, TEXAS)

The Southwestern Division, Corps of Engineers, which has jurisdiction over this project within the reach from the vicinity of Index, Arkansas, to Denison Dam, Texas and Oklahoma. The Department advises the Subcommittee that there is substantial interest by the State of Texas in bank stabilization and channel realignment of the Red River in the reach below Denison Dam. Legislation has been enacted by the Texas Legislature to specifically provide a regional authority with the capability of providing the Corps of Engineers the necessary items of local cooperation for this project. The Department requests the Committee provide the Corps with funds to resume advance planning and engineering design of bank protection and stabilization measures for this reach during FY 1984.

COOPER LAKE AND CHANNELS, TEXAS

The Cooper Lake and Channels Project, located in the Sulphur River Basin upstream of Lake Wright Patman in the State of Texas, was authorized by Public Law 218 of the 84th Congress. In addition to providing 273,000 acre-feet of water conservation storage space, the reservoir will allow sufficient storage for basin-wide flood protection to convert 120,000 acre-feet of flood control space in Lake Wright Patman into water supply storage for the Texarkana water demand area.

The Department of Water Resources appreciates the consideration the committee has allowed the project in the past. Cooper Lake and Channels has been subjected to lengthy delays, due in large part in recent years to litigation under the National Environmental Policy Act and subsequent alleged inadequacies in the Environmental Impact Statement. The Corps of Engineers completed a Supplemental Environmental Impact Statement in October, 1980 and a final Supplemental EIS was filed with the Environmental Protection Agency on March 27, 1981. The recommended plan incorporates all means to avoid, minimize, or compensate for environmental harm. Completion of Cooper Lake is essential to meet existing and future water needs of the Sulphur River Municipal Water District, City of Irving, Texas, and the North Texas Municipal Water District. The North Texas Municipal Water District membership is eleven cities in the rapidly-expanding urban area of more than 530,000 residents in a 1,600 square-mile area to the north and east of Dallas, and also serves 44 other entities, including 17 customer cities, rural water supply corporations, and municipaltility districts in the region. The District faces serious, short-term water supply problems unless construction of Cooper Lake is reinitiated, since its total water supply is currently provided by one reservoir - Lake Lavon. This is considered one of the most critical water supply problems in Texas.

The benefits to be gained from construction of the Cooper Lake and Channels Project substantially exceed the adverse effects. This project is one of the most urgently-needed water resource projects in Texas. The Department strongly urges the Committee to continue support for this very important project while legal problems are being resolved. No funds are being requested for FY 1984, but it is hoped that construction can be resumed in FY 1984.

LITTLE CYPRESS CREEK

A study of the feasibility of improvements for flood control, water-conservation, and other water-related purposes in the Cypress Creek Basin was undertaken by the Corps of Engineers in October, 1979 pursuant to a resolution adopted May 9, 1979 by the Committee on Public Works and Transportation, U.S. House of Representatives. This area of northeast Texas is undergoing significant growth due to development and utilization of lignite resources within the area. The occurrence of economically recoverable lignite reserves in the region has delayed construction of at least one major Corps of Engineers reservoir project in the area, thus seriously affecting the availability of firm water supplies for this region.

The current feasibility study is expected to require three years for completion. The President's budget recommends $400,000 be appropriated for this study in FY 1984. The Department supports this request and urges that the Committee appropriate the amount of the President's budget for FY 1984 for this project.

MCKINNEY BAYOU, ARKANSAS AND TEXAS

Serious flooding and drainage problems within the McKinney Bayou watershed, and particularly in the Days Creek and Nix Creek drainage systems within the corporate limits of Texarkana, Texas and Texarkana, Arkansas, have been studied by the Corps of Engineers under authority granted by the Water Resources Development Act of 1976. A preliminary plan of improvements has been prepared by the Corps of Engineers, and the local governmental entities have indicated their willingness and ability to assume the necessary items of local cooperation as required by the Corps.

The President's budget recommends that $270,000 be allowed to continue advanced planning and engineering design of the project. The Department supports this request and recommends that the Committee fund the full extent of the President's budget for FY 1984 for the McKinney Bayou project.

OPERATION AND MAINTENANCE OF EXISTING PROJECTS

The Department supports appropriations to the Corps of Engineers for operation and maintenance of the following projects during FY 1984: Arkansas-Red Chloride Control Data Stations ($96,000); Arkansas-Red River Basin Chloride Control, Area VIII ($263,000); Denison Dam, Lake Texoma ($5,191,000); Ferrells Bridge Dam-Lake O' the Pines ($1,259,000); Lake Kemp ($336,000); Pat Mayse Lake ($507,000); and Wright Patman Lake ($893,000).

CONCLUDING COMMENTS

The Texas Department of Water Resources requests Committee support of the Red and Sulphur River Basin and Cypress Creek Basin water resource development efforts. The Department most respectfully urges funds as requested in order to accomplish the coordinated, orderly development of vitally-needed water resource projects in the Red and Sulphur River Basins and the Cypress Creek Basin in the State of Texas.

CLOSING REMARKS

Mr. DUGGAN. Before we end, I would like to introduce Gen. Ed Harris and all of the delegates that are here representing the Red River Valley Association. Will you all stand, please. [Large group standing.]

Senator HUDDLESTON. That is a goodly number.

Mr. DUGGAN. Thank you very much.

Senator HUDDLESTON. Well, the committee wants to thank you, Mr. Duggan and General Harris, for your efforts in coordinating the testimony today. This would not be possible without your hard work and interest.

We also want to include in the record any additional prepared statements or material in support of your request, along with the list of the supporting witnesses here today.

[The information follows:]

STATEMENT OF THE RED RIVER VALLEY ASSOCIATION

1983

PLATFORM, RESOLUTIONS, AND WORK PROGRAM OF THE RED RIVER VALLEY ASSOCIATION

MEMBERSHIP RESOLUTION

The Red River Valley Association has for 58 years done notable work in the support and advancement of a program to develop the land and water resources of the valley to the beneficial use of all the people.

The Association is a voluntary group of citizens banded together in the best tradition of democracy to advance the interest of all the citizens of the valley.

We, members of the Association convened in this 58th Annual Meeting, realizing that further successful work of the Association is absolutely dependent upon continued financial support by its membership and prospective membership, urge each member to conduct a vigorous drive in his community and that the staff look to the registration list of this convention as a General Membership Committee to promote a larger more active participation in the affairs of the Association.

Therefore, we invite and urge all firms, cooperations and individuals of the Red River Watershed to put this Association on their payrolls. We know of no other place where such a small investment will produce the returns that will accrue to the people of the Red River Valley and the Nation. The rate of speed achieved in the development of the great Red River Watershed offer to its citizens the most interesting challenge. The opportunity to be of distinguished service to your community, state and nation, by alert participation of this program of work, is unlimited. The need of unselfish and clearsighted leadership is of great importance. There is no competition of this undertaking except from other watersheds where citizens may have more vision and energy than is manifested by our people.

SUPPORT OF LOCAL DEVELOPMENT EFFORTS

The Red River Valley Association was created to promote navigation and development of the Red River. Such an organization with concern for the entire Red River Valley is needed to compliment and coordinate local promotion efforts.

The Red River Valley Association has been the principal supporter of the navigation project. Navigation will soon become a reality and will open the entire Central and Northwest Louisiana area to economic development through the advantages of low-cost river transportation and additional industrial sites along the river.

The Red River Valley Association offers its full support and assistance to the various port authorities, chambers of commerce, economic development districts and other local governmental entities in developing the area along the waterway.

RIGHTS OF WAY FOR FLOOD CONTROL

The Flood Control Act of 1946, 79th Congress, provided for the enlargement of existing levels and construction of certain authorized levees on Red River below Denison Dam. Language in the Act requires local interest to be responsible for all lands, easements and/or rights-of-way required for construction of the improvements. Levee districts and local governing bodies have found that the number of enlargements, setbacks and berms has progressively increased and rights-of-way cost have sharply increased particularly in the last 10 years or so. Financial burdens resulting from increased costs for rights-of-way has steadily depleted limited revenues and funds of levee districts and local public bodies throughout the Basin area. The impact is so great that presently there are seriuos monetary problems and realistic doubt as to the abilities of various levee districts to continue to meet financial obligations.

The requirement of local interest to furnish all rights-of-way is not consistent with Congressional policy and is not compatible with practically all other major river basin projects for flood control. It is obvious that modifications are drastically needed to correct these inadequacies.

The Red River Valley Association strongly urges Congress to amend the 1946 Flood Control Act to permit federal reimbursement to levee districts and local governing bodies for fair market value of lands taken for all flood control purposes including construction of new levees, levee setbacks, levee enlargement, levee turnovers, berms and cutoffs as necessary. Such modification is required at an early time to help relieve local levee districts and governing bodies of an extreme financial burden, and to help assure continued progressive advancement of the flood control program in the Basin.

FLOOD CONTROL AND NAVIGATION PROJECTS

The Levee Districts in the Red River Basin and the Red River Waterway Commission are experiencing increasing costs in the construction of navigation systems and construction and operation of flood control systems. The Tax base of the basin lands is not capable of supporting additional tax loads to fund the relocation costs associated with levee setbacks, flood control works, and navigation projects.

The Federal Government through Public Law 91-646 known as the Uniform Relocations Assistance Act provides that these relocation costs are the responsibility of and must be borne by local interests. The requirements and guidelines established in this act are such as to be extremely costly.

The Red River Valley Association does strongly urge and request the Congress of the United States to amend the Federal Uniform Relocations Assistance Act (PL91-646) to provide for federal payment of all such costs related to the construction of flood control and navigation projects in the Red River Basin of Louisiana, Arkansas, Oklahoma and Texas.

MAINTENANCE OF CHANNEL STABILIZATION WORKS

Past experience on Red River and many other river projects has shown conclusively that maintenance of channel stabilization works by local interests is impractical. Rapid changes in river conditions and alignment, such as occurs frequently on Red River demand drastic extensions and revisions of exisiting protective works, and occasionally required changes are so radical that relocations are necessary. Experienced personnel, special equipment and certain materials are not normally readily available from local interests when needed, and the costs for those items exceed the financial capibilities of local levee districts.

The Red River Valley Association recommends to Congress that the Corps of Engineers be authorized and directed to maintain all bank stabilization and channel training work on Red River.

RED RIVER MASTER PLAN FOR RECREATION

The Red River Waterway Project is authorized as a multipurpose project; and recognizing that recreation is an integral component to said authorization; the Red River Valley Association hereby supports the development of a Recreation Master Plan as currently being done by the U.S. Army Corps of Engineers and endorses its concept of resources use.

Further be it resolved that the Red River Valley Association encourages and supports the implementation of the Master Plan when completed and agreed upon by the project sponsers through the development of recreation in accordance with the plans.

MITIGATION LANDS

The present interpreation held by the U.S. Fish and Wildlife insofar as "mitigation lands" for water conservation projects greatly hinders development of water supplies, flood control and bank stabilization projects. This same interpreation requires taking large amounts of lands out of private ownership for wildlife management purposes. This reduction in private land ownership represents a considerable economic and tax base loss. This same loss is greatly compounded by the cost to the overall construction project.

Be it resolved by the Red River Valley Association in legal and convened session this 24th day of February 1983, recognizing the need for a balance between the environmental aspects and the peoples needs, does hereby support, endorse and otherwise strongly urge Congress to press for revision of said interpreation held by the U.S. Fish and Wildlife in order to be compatible with the Congressional intent and to meet the needs of the people.

SMALL WATERSHED PROGRAM

The Red River Valley Association has long recognized the value of the Small Watershed Program (Public Law 566) for protecting and improving the soil and water resources of our nation.

The planning and carrying out resource improvement projects in small watersheds less than 250,000 acres, as provided in Public Law 566, gives to rural and small town America an effective tool to span the gap between large watershed resources improvement projects of the Corps of Engineers and small, individual projects, carried out by landowners and operators.

Public Law 566 has become a well-known and respected program of Federal, state and local partnership in resource improvement and protection in the Red River Valley.

The Red River Valley Association reaffirms its support of the small Watershed Program and urges its effectiveness be increased through appropriate increases in funding and personnel to allow maximum utilization of benefits.

REGULATING LAND USE

In the past, proposals have been offered in the U.S. Congress and in some state legislatures to regulate and control the use of privately owned lands without compensation to the owner. These "land use" bills have been recognized by these legislative branches of government as contrary to the Fifth Amendment to the Constitution of the United States and soundly defeated each time they were offered. (The final phrase of the Fifth Amendment reads,"...; nor shall private property be taken for public use, without just compensation.")

The Association does not believe that the U.S. Congress in the passage of the 1972 Water Resources Development Act Amendments intended the judiciary interpreatation of the Section 404, as decided by the Washington, D.C. Federal Court in 1975, enpowered the Environmental Protection Agency and the U.S. Army Corps of Engineers to regulate dredge and fill material into any and all waters of the United States.

Although the 1977 Clean Water Act was well intended, its major effect has been to reinforce the hand of Federal bureaucracies in promoting a "no growth" philosophy through their rule-making authorities. These "rules" are now being applied to deny owners of private lands the privilege of changing its use, yet, the owners must continue to pay taxes on this land.

The denial of a federal "permit" for the development or change in use of private land without just compensation is clearly contrary to the Fifth Amendment.

The Association will, as a principal goal for this year, urge members and Committees of Congress to reconsider this legislation in light of the unconstitutionality of interpretation by Government agencies.

NATIONAL ENVIRONMENTAL POLICY ACT

The National Environmental Policy Act of 1969 has been interpreated in such a manner as to cause economic hardship on man. An example is the Cooper Lake and Channels Project in Texas which is halted due to an Environmental Lawsuit under NEPA with a cost increasing from $24,000,000 in 1968 to $63,000,000 in 1975 and in excess of $100,000,000 in 1983.

The Red River Valley Association desires the Congress of the United States to consider revising this Act to:

1. Streamline the Administration Procedures under the Act so as to speed up the time for completion and review of an Environmental Impact Statement in a Federal Project.
2. Recognize man as a part of the Environment and require that the effects upon man be taken into account in the preparation and analysis of an Environmental Impact Statement.
3. Make requirements that any person, association, or other entity desiring to contest the adequacy of the administration procedures in preparation and/or review of Environmental Impact Statements to be required to post bond in evidence of financial responsibility to reimburse the constructing agency for cost of delay in the event that the Environmental Impact Statement and/or procedure appealed

from is found to be adequate, if not otherwise provided by existing law.

Further, the membership of the Red River Valley Association has become disturbed over special interest groups that have become engaged in distorted emotional appeals and propaganda efforts to delay and thereby add additional costs to projects in the Red River Basin causing severe hardships on the citizens of the Red River Basin. The membership condemns the high pressure tactics of such groups and urges that public officials and agencies be directed to proceed at a normal rate with sound long-range development of the Red River Basin and its resources for the benefit of Arkansas, Louisiana, Oklahoma and Texas.

MISSISSIPPI RIVER AND TRIBUTARIES FLOOD CONTROL PROJECT

The Red River Valley Association is delighted to endorse the Mississippi River and Tributaries Flood Control Project including all of its features and components and stress the importance of aggressively completing all features, particularly as it relates to the Red River Basin and its improvements. As a major tributary to the Mississippi River and Tributaries Flood Control Project, the Red River Valley Association wholeheartedly endorses the flood control and navigation improvements of the MR&T Project and necessary appropriations for completion.

RED RIVER, EMERGENCY BANK PROTECTION

Even though Federal projects have been authorized for flood control and navigation, many active caving banks cannot be stabilized because they are not yet sufficiently advanced or not included in earlier authorizations. The result is continuing rampant destruction of valuable lands, threatening vital flood control facilities and endangering high-cost improvements, such as bridges, pipelines, highways, railroads, utilities, cities and towns.

It is urgent that adequate funding of the item "Emergency Bank Protection" be continued to construct bank stabilization work as early as possible in the most critical locations instead of waiting several more years and losing many millions of dollars in damages. Further, continued neglect of these caving banks will substantially worsen alignment of the River, making future navigation realignment and stabilization much more costly and difficult. Many present caving banks have an existing alignment that is usable for the authorized navigation channel and should be preserved now.

In view of the critical needs for immediate bank stabilization at many locations along the river, and the great and unnecessary losses to caving activity which have been suffered by the people of the Red River Valley in the past, which can be expected to continue in the absence of immediate stbaliization construction, the Red River Valley Association strongly urges the Congress to appropriate the sum of $10 million in Fiscal Year 1984 for Red River Emergency Bank Protection, so that some of the more critical of these locations can be stabilized.

RESOURCE CONSERVATION & DEVELOPMENT PROGRAM

The timely development and utilization of our soil and water resources are a primary objective of the Red River Valley Association, and the Resource Conservation and Development Program established by the Congress brings together available federal, technical and financial assistance and local intiatives and leadership in mustering all available help to plan and carry out needed environmental and economic enhancement developments.

The Soil Conservation Service and Soil and Water Conservation Districts have a leadership role in the conservation, development, and utilization of our soil and water resources. The Resource Conservation and Development concept is widely supported as a tool for achieving these conservation goals by both urban and rural populations alike throughout these United States.

The Red River Valley Association urges the continuation of the RC&D program and urges that adequate funds for completly implementing and escalating the program throughout the United States be provided.

RED RIVER WATERWAY

The Rivers and Harbors Act of 1968 authorized the Red River Waterway Project featuring a navigation channel from the Mississippi River to Shreveport, Louisiana, and Daingerfield, Texas, and stabilization of the banks of the Red River from the Mississippi River to Denison Dam, Texas. The project has been divided into four reaches which are in various stages of planning, design and construction. The reaches are Mississippi River to Shreveport, Louisiana; Shreveport, Louisiana to Daingerfield, Texas; Shreveport, Louisiana to Index, Arkansas, and vicinity of Index, Arkansas to Denison Dam, Texas. Construction under this authorization has been initiated in the Missisippi River to Shreveport, Louisiana reach.

Completion of the Red River Waterway will significantly boost the economy throughout the river basin and reduce widespread unemployment of the area. Average annual shipping on the waterway is expected to be at least 8.3. million tons and estimated benefits are the staggering amount of $70,725,000.00 annually. This type of progress should not be denied citizens of the Red River Basin and the nation. In order to begin realizing project benefits and minimize future project cost increase, planning, design, and construction should proceed in an orderly fashion in order to achieve project completion in a reasonable time.

Because of reductions in the FY 82 appropriations for this project, initiation of the John H. Overton Lock and Dam was not possible in FY 82 as previously planned. (Funding in FY 83 permitted continuation of Lock and Dam No. 1, initiation of the John H. Overton Lock and Dam and six major realignments, initiation of four revetments and two capouts, and continuing planning for future work.) The President's proposed budget for FY 84 contains $63.7 million for this project. This amount will allow completion of Lock and Dam No. 1 and continuation of construction on Lock and Dam No. 2. It will also allow initiation of work on eight (8) realignments, continuation of work on five (5) realignments and completion of one (1) revetment. Although we agree in principle with the current policies of fiscal austerity, the Red River Waterway Project is far too important to allow a stoppage of progress due to inadequate funding levels. The local sponsor has ten additional projects of the Red River Waterway which Rights-of-way has already been obtained totaling $33,490,000.00

The Red River Valley Association urges Congress to appropriate construction funds for FY 84 in the amount of $97,190,000.00 to continue orderly construction in the Mississippi River to Shreveport, Louisiana reach and provide adequate funding for resumption of preconstruction planning on the waterway segment from Shreveport, Louisiana to Daingerfield, Texas and the full capability amount of $495,000 so that planning may resume on the reach of Red River from Shreveport to Index. These funding levels are required for fiscal Year 1984 to result in comprehensive coordinated advancement of these basinwide features. Planning on the upper reaches must continue in order to initiate construction which will complement ongoing construction in the low reach and ultimately provide the maximum project to the people of the Red River Basin.

RED RIVER LEVEES AND BANK STABILIZATION BELOW DENISON DAM

Red River Levees and Bank Stabilization below Deinson Dam is the authorization for constructing levees, flood control structures and bank stabilization below Denison Dam on the Red River. The facilities constructed under this authorization are the first lines of flood protection for the Red River Valley and its citizens. Accelerated and new caving of the river banks of Red River continues to endanger existing flood structures and levees as well as valuable and non replacable agricultural lands, highways, railroads, utilities, homes and other valuable resources and improvements within the Red River Valley. A systematic program of bank stabilization and other flood control measures can prevent these disastrous losses that are presently occuring.

Because of planned construction of the Red River Waterway Project, a dangerous tendency has developed to de-emphasize construction of flood control and bank stabilization works under the Red River Levees and Bank Stabilization program. This tendency should be halted and reversed lest the impression be created that the program is no longer needed or has been completed.

The Red River Levees and Bank Stabilization below Denison Dam Project is the only comprehensive flood control program on the Red River conatining authorization for construction of a variety of flood control measures, and for which there is no existing substitute. Flood Control reservoirs, levees and other flood control works planned in the original authorized project have not been completed, and these must be constructed in order for the citizens of the Red River to derive the necessary flood protection that is needed.

During Fiscal Year 1983 no funds were appropriated by Congress for the Red River Levees and Bank Stabilization Below Denison Dam. Bank caving on Red River has progressed in several locations to a critical state. Railroads, major public highways, levees and other flood control works are threatened and unless action is taken in the near future, these facilities will be destroyed, endangering lives and property of the citizens of the Red River Valley.

Therefore, it is imperative that Red River Levees and Bank Stabilization Below Denison Dam continue as authorized by Congress and that adequate funding be appropriated to accomplish the construction of this sorely needed protection with the greatest possible speed. The Red River Valley Association urges that the sum of $15,000,000 be appropriated for this project in Fiscal Year 1984 for the construction of these improvements and protection.

CADDO LAKE - LOUISIANA AND TEXAS

The States of Louisiana and Texas have entered into a binding agreement, "The Red River Compact", that has been ratified by Federal Mandate. The Compact addresses the Cypress Basin (Texas/Louisiana) and specifically establishes guidelines for the conservation/preservation of Caddo Lake. The Compact establishes safeguards for each political entity as it relates to modification - diversions - restrictions and future development. The Red River Valley Association supports the accomplishment of the feasibility study currently underway by the USCE, Vicksburg District, to determine the potential of Caddo Lake to provide a part of the water supply needs of the region and we urge the Congress to continue funding the study.

HYDROPOWER DEVELOPMENT

The Red River Valley Association supports the Corps of Engineers studies of the feasibility of hydropower development at Denison Dam and Pine Creek, Hugo, and Lukfata Lakes, as well as other projects in the Red River Basin. However, the states of Oklahoma and Texas have placed high priority on the availability of municipal, industrial, and agricultural water supplies to meet future needs. Therefore, the Red River Valley Association strongly urges that studies by the Corps of Engineers insure that ultimate water supply needs are met while insuring that at any given point in time optimum power generation is achieved and recommends that hydropower be considered only as an interim use of water until such time as it may be needed for water supply.

BENEFICIAL USES OF SALT WATER

The possibility of utilizing brine, which will be collected as a result of the Red River Chloride Control project currently under construction to produce electrical power is being evaluated by the Corps. This power would be the result of applying the solar pond power plant (SPPP) concept to the chloride control project. The Red River Valley Association strongly supports the Corps efforts in this area.

Interest in other beneficial uses of salt water such as solar ponds for thermal energy and electrical power production, secondary oil recovery and others is very high in the Red River Valley. The upper Red River Valley region not only shares in providing energy for the nations energy shortages, but also has a critical fresh water supply problem. Therefore, a thorough evaluation of possible uses of salt water as alternatives to current uses of fresh water is a high priority. This is especially true if it involves existing technology and abundantly available natural resources. The evaluation of salt water for use in solar ponds for energy development and to reudce the amount of fresh water used in secondary oil recovery is extremely important to the region. Electric companies, special interest groups and local leaders continue to express strong interest in exploring avenues with the Corps to not only expand SPPP studies to the entire Red River Chloride Control project, but to initiate basin-wide studies for SPPP commercial development.

ARKANSAS RED RIVER BASINS CHLORIDE CONTROL

The Red River Valley Association is vitally concerned with the control of the 10 natural salt pollution areas within the upper Red River Basin. There exists a vital and natural interest in reducing the mineral pollution of the Red River for economic growth as directly related to agriculture, municipal, and industrial benefit. The Association has actively supported the work of reducing man-made pollution of the river and has followed, with keen interest, the work of the Corps of Engineers in finding sources of natural salt pollution and devising ways of abating them.

Passage of the 1966 and 1970 Flood Control Acts authorized construction of measures to control the natural salt pollution from Areas VI, VII, VIII, IX, X, XIII, XIV, and XV in the basin, subject to the provision that construction on the project could not be started until approved by the Secretary of the Army. Initiation of construction on Area VIII on the Wichita River prior to the required approval by the Secretary of the Army, was authorized by the 1974 Water Resources Act. Construction on Area VIII, which includes the Truscott Brine Lake, was begun in February 1977 and is nearing completion. With the exception of Area VIII, construction on the remaining seven areas and two brine lakes of the Red River Chloride Control project is awaiting approval by the Secretary.

The approval of the Red River Chloride Control report, submitted to the Secretary of the Army in August 1977, was deferred pending an economic reanalysis that was conducted by the Corps of Engineers. The economic reanalysis, which reaffirmed the economic feasibility, was submitted to the Secretary of the Army for final action in January 1981.

The Red River Valley Association understands that an issue delaying approval for construction is the matter of cost sharing. It is the intent of the authorizing legislation that removal of natural pollution sources is a Federal responsibility and removal of man-made pollution sources is a non-Federal responsibility. Since the time these responsibilities were identified, Red River Valley Association members have worked closely with the participating states to assure that local responsibilities have been successfully undertaken in a fully cooperative manner. This effort was preformed in anticipation that Federal responsibilities would be executed in a responsible and timely fashion.

The State of Texas has expended over $25 million controlling man-made salt pollution over the past years, and the State of Oklahoma is spending $5 million annually. Therefore, we fully believe our role is being achieved and will continue to be strengthened. However, the cooperative project goal to make basin waters suitable for beneficial use cannot be attained unless Federal responsibilities are discharged.

The Red River Valley Association strongly recommends that the Secretary of the Army approve the report and that the Corps of Engineers receive $3,329,000 toward completion of area VIII and to initiate construction of the remaining areas in the basin.

ARKANSAS RED RIVER BASINS SOLAR ENERGY INVESTIGATIONS

On September 23, 1982, the U.S. House of Representatives, Committee on Public Works and Transportation, adopted a resolution directing the Corps of Engineers to determine the feasibility of salt gradient solar ponds and associated power generation equipment to collect and store solar energy and to generate electric power in the Arkansas and Red River basins.

The inherent thermal storage capability of salt gradient solar ponds and the associated solar pond power plant concept offers a potentially visable alternative energy source which makes use of abundantly available natural resources (sun, salt, and land) and existing technology (i.e heat exchangers and low temperature turbine generators). The necessary resources are readily available in the Arkansas and Red River basins, particularly in western Texas and Oklahoma where there are identified sources of salt brine in economical quantities feasible for use in conjunction with solar ponds.

The Red River Valley Association strongly supports the resolution and requests Congress to appropriate sufficient funds for feasibility studies.

RED RIVER WATERWAY (INDEX, AR TO DENISON DAM, TX) BANK STABILIZATION

Widely fluctuating stages and high flows during the past several years have caused sharp increases in bank caving along the Red River from Index, Arkansas, to Denison Dam. This accelerated bank caving has caused the loss of valuable vital improvements and non-replacable prime agricultural lands. Flood control structures and levees are also endangered. These structures protect the Valley from disastrous floods.

These disastrous losses can be stopped by a systematic program of bank stabilization. Progressive construction of such a program is absolutely essential to the safety, growth, and well-being of the Red River Valley. To further delay this vitally needed protection would be short-sighted indeed.

In view of the fact that construction of bank stabilization is so badly needed, and the states of Oklahoma, Arkansas, and Texas have agreed to the authorized cost-sharing requirements, the Red River Valley Association strongly urges that the sum of $350,000.00 to appropriate for this authorized project in Fiscal Year 1984 to continue preconstruction planning work.

ARKANSAS RESOLUTIONS

RED RIVER WATERWAY PROJECT, SHREVEPORT TO INDEX-ARKANSAS

The Rivers and Harbors Act of 1968 authorized the Red River Waterway Project, featuring among other aspects, a navigation channel from the Mississippi River to Shreveport, Louisiana, and stabilization of the banks of the Red River from Shreveport to Index, Arkansas.

Completion of the Red River Waterway Project will significantly boost the economy through the river basin and reduce widespread unemployment in the area. Great economic benefit will accure not only to that portion of the river wherein navigation is currently authorized, but also to the area between Shreveport and Index from a comprehensive bank stabilization program. This type of program should not be denied citizens of the Red River basin and the nation.

The Red River Valley Association urges the Congress to appropriate an adequate sum for the continued planning of the reach of Red River from Shreveport to Index. Adequate funding is required to result in comprehensive coordinated advancement of these basin-wide features which will allow construction to commence as soon as possible in the reach between Shreveport to Index. Planning on this upper level must be accomplished in order that construction can be completed for the navigable portion of the channel from the Mississippi River to Shreveport on a timely basis, as this project will compliment the navigation channel so that maximum basin benefits can be provided simultaneously.

DAYS CREEK/NIX CREEK

A portion of Days Creek is located within corporate limits of the City of Texarkana, Texas with its tributaries, Cowhorn Creek, Swampoodle Creek and Waggonner Creek also being within the corporate limits of the City of Texarkana. A portion of Nix Creek, also a tributary of Days Creek, is located within the corporate limits of the City of Texarkana, Arkansas. Flooding on this creek and its tributaries has casued frequent inundation of residences and business properties situated within the vicinity.

A plan has now been prepared by the Corps of Engineers for improvement of Days Creek and its tributaries to reduce flooding in the two cities, and both governing bodies of Texarkana, Arkansas and Texarkana, Texas, including the County Commissioners Court of Bowie County, Texas, have officially indicated their ability and willingness to meet the terms of local cooperation for the proposed project as prescribed by the Corps of Engineers.

Congress authorized the Secretary of the Army, acting through the Chief of Engineers, to undertake the Phase I design memorandum stage of advanced engineering and design of the Days Creek unit of the project for flood control and other purposes on the Red River below Denison Dam, Texas, Arkansas, and Louisiana, substantially in accordance with the report of the Board of Engineers for rivers and harbors at an estimated cost of $300,000.

Funds were not appropriated by the Congress to undertake the Phase I design memorandum, which is within the capibility of the Corps of Engineers.

The Congress did subsequently appropriate the required funds, but such funds were not expended due to a determination that the cost benefit ratio of the project was not at an acceptable level.

The Red River Valley Association believes the project to be a viable project if an updated feasibility study is conducted to include numerous factors not considered by the previous study and request that Congress provide a sufficient sum of money for Fiscal 1984 to support the full capability of the Corps of Engineers to conduct a restudy of the feasibility of this report.

MCKINNEY BAYOU

The McKinney Bayou Drainage Project has proved inadequate to drain the watershed because of extensive clearing of agricultural land since the project was completed some 15 years ago.

The Congress authorized improvements in 1976 that will provide new outlets into the Red River at Buzzard's Bluff in Southwest Arkansas for diversions of much of the surface water from the upper reaches of the watershed. Also, the existing drainage will be enlarged and new drainage flows constructed.

The Red River Valley Association urges the continued funding of this preconstruction planning for Fiscal Year 1984 so that this valuable agricultural land can be adequately drained.

LOUISIANA RESOLUTIONS

CYPRESS-BLACK BAYOU WATERSHED

Local interest and the State of Louisiana, in cooperation with Soil Conservation Service, have advanced construction of this project to the point where many benefits are being realized. Features of the project include land treatment measures; two multiple purpose reservoirs for irrigation, recreation and municipal water supply; a comprehensive recreational facility development; and approximately 55 miles of channel improvement for flood prevention and agricultural water management; and 11 weirs, 2 pumping plants and water control structures for distribution and irrigation use of water. Those features remaining to be constructed consist of the channel improvements, weirs, pumping plants and water control structures. Through these features, the water future of Bossier Parish, Louisiana is being provided for and is necessary to meet demands of municipal growth, industrial development, major metropolitan and urban areas, Barksdale Air Force Base and irrigation of crop lands.

The construction of the remaining features of this project is dependent upon the completion of the Bayou Bodcau and Tributaries Project, which is significantly essential to the drainage of the entire Bossier Parish Watershed. Until its completion, the major drainage aspects of the Cypress-Black Bayou Watershed Plan cannot be completed and the positive impact of this phase of the project will not be felt.

The Red River Valley Association expresses its sincere appreciation for Congressional support of funding for the Cypress-Black Bayou Watershed development and recommends continued financial support necessary for completion of the project.

The Red River Valley Association also urges Congress to continue funding the construction of the Bayou Bodcau and Tributaries Project as it was originally authorized so that the rich alluvail bottom lands of Bossier Parish can receive the necessary flood protection and drainage relief necessary for maximum production.

BODCAU RESERVIOR WATER SUPPLY STUDY

Bodcau Reservoir was constructed for flood control in 1949 by the Corps of Engineers. However, Northwest Louisiana is currently experiencing water supply problems. Existing sources of water have been taxed beyond their dependable supply at the present time. Water rationing is common practice in several communities within Northwest Louisiana. The Shreveport-Bossier City metropolitan area is also facing the problem of an insufficient water supply, necessitating the development of available sources of water to meet the present and future water demands in Northwest Louisiana.

The Bossier Parish Police Jury and the City of Bossier City have requested the Corps of Engineers to study Bodcau Reservoir as a source of water supply to meet existing and future water demands. Preliminary reports indicate that Bodcau Reservoir can supply an adequate amount of water with minor modification to existing structures.

The Red River Valley Association urges the Corps of Engineers to proceed with the necessary studies in a timely and prompt amnner so as an adequate water supply may be obtained and the orderly development of the region continue.

BAYOU BODCAU AND TRIBUTARIES

The Bayou Bodcau and Tributaries Project was authorized in 1965, with construction actually beginning nine years later in 1974. This project, as originally planned, provided for improvements to Cypress Bayou, Red Chute Bayou, and Loggy Bayou with construction of levees, channel enlargement and drainage structures. Approximately 62 miles of levees and 12 miles of channel enlargement were proposed to be constructed.

The Bayou Bodcau and Tributaries Project has progressed to the point where the Corps of Engineers has constructed 15 miles of levee on the northern end of the project, ending immediately south of Bossier City, and local interests have constructed or let to contract the 12 miles of channel improvement.

Since the projects authorization in 1965 land use changes have occured within the project limits, especially south of Bossier City. Some lands that were predominately agricultural are now being used for residential development. The Corps of Engineers have informed the local sponser that some 5,000 acres of flood easements will have to be obtained south of Bossier City, some of which contain substantial residential development. The flood easements south of Bossier City were not included in the project as authorized and it is presumed that the authorized project intended to protect all lands subject to flood below Bossier City.

The Corps of Engineers have recommended that a comprehensive review of the remainder of the Project be undertaken.

The Red River Valley Association strongly urges the Corps of Engineers to expedite their review of the project and to provide whatever modifications are necessary for the protection of all lands subject to flooding south of Bossier City as the project was originally authorized.

The Red River Valley Association also urges that Congress continue to fund the Bayou Bodcau and Tributaries Project at a level for Project completion at the earliest possible time.

HYDRO-ELECTRIC FEASIBILITY OF RED RIVER LOCKS AND DAMS

At the time the Red River Waterway Project was authorized, the need for energy was not of paramount importance to the welfare of the nation, and therefore, hydro-electric power was not incorporated as a feature of the navigation project.

Due to the energy shortage and the need to reduce our dependence on high cost foreign energy sources, it is not only feasible but desirable to consider the incorporation of hydro-power as an important feature of the Red River locks and dams.

Therefore, the Red River Valley Association strongly urges Congress to fund the Red River Waterway Project in an amount sufficient to utilize the full capability of the Corps of Engineers in pursuing a conclusion to their study of hydro-power feasibility for the locks and dams on the Red River Waterway Project so that the full benefits of the Project can be realized.

OVERTON-RED RIVER WATERWAY, LOWER 31 MILES

Construction of channel improvements in the lower 31 miles of the Overton-Red River Waterway Project, which forms an integral part of the Red River Waterway Project plan began several years ago and has progressed to the point, where only a few project features remain to be constructed. Improvements in this reach are important to both the Red River Project and the project for navigation on the Ouachita and Black Rivers. In order to assure that the remaining items of work will be accomplished in a timely fashion, the Red River Valley Association urges that Congress and the Corps of Engineers take no steps to de-authorize the Project or to declare it completed before construction of the remaining items have been accomplished.

ATCHAFALAYA BASIN

The Atchafalaya Basin is a key element in the flood control plan for the Mississippi River and Tributaries, which directly involves the Red River Basin area. Flood control is the primary purpose of the basin and the flood control capability of both the Atchafalaya Basin and the Red River Basin must be maintained and improved.

The Red River Valley Association opposes any plan for use of the Acthafalaya Basin which reduces its effectiveness for flood control. The Association does not oppose other uses of the basin, provided they do not interfere with or prevent its use for flood control purposes.

The Association favors retention of the present 70% - 30% division of flows.

The Association urges that the studies being done of the basin area be concluded as soon as possible and construction of the necessary flood control works in the area be resumed immediately.

RED RIVER BACK WATER AREA

The Red River Backwater Project was authorized by the Flood Control Act of 1941. The Act specifically authorized the Tensas-Cocodrie levee system and provided for additional flood protection work in the Red River Backwater area. A review of the flood control needs of the area was made in the late 1950's and the result of this review is printed as House Document 308 (88/2); HD 308 was approved by the Flood Control Act of 1965 (PL 89-298). The review concluded that flood protection works were justified and authorized for the Larto Lake to Jonesville Area, the Sicily Island Area, and the Below Red River Area. The review also concluded that a pumping plant was justified for the Tensas-Cocodrie Area; the pumping plant was specifically authorized by the Flood Control Act of 1965. Public Law 96-367 contains language affirming the authorization of flood control works in the Red River Backwater Area.

The Tensas-Cocodrie and Larto Lake to Jonesville levee system have been constructed and are providing flood protection to valuable farm land, rural residential areas, and developed areas. Segments of the Tensas-Cocodrie Levee System are below grade and need to be enlarged. The Tensas-Cocodrie Pumping Plant is under construction and, when completed, will provide additional flood protection to Tensas-Cocodrie area. Congress has provided funds to initiate construction of the Sicily Island area project. Advanced planning of the Below Red River Project is continuing.

The need for flood protection in the Red River Backwater Area is critical. The entire area has suffered extreme tragedies in the flood years of 1973, 1974, and 1975, and has widespread flooding at least annually or more frequently. The flood protection of these specific areas is justified and authorized and should be completed promptly.

The recommended plan for the Below Red River Project included construction of a new levee, upgrading the exising Moncla to Lake Long levee, a flood gate and pumping plant, an interior channel to route drainage to the outlet, and minor structures as needed to facilitate drainage of low areas. This plan will meet the needs of area inhabitants by reducing the adverse impacts of flooding and providing for intensified agricultural productions, and has been endorsed as the best levee plan by the U.S. Fish and Wildlife Service and the Louisiana Department of Wildlife and Fisheries.

The Red River Valley Association urges that Congress approves the full capabality of the Corps of Engineers for the Below Red River Project in FY 1984 for the completion of advanced planning, and that the Louisiana Congressioanl delegation do all in its power to expedite construction of this much needed project.

The planning report for the Bushley Bayou Porject has been completed. The Mississippi River Commission report, which is part of the planning report recommends that local interest participation in the project be simular to that of other projects in the Red River Backwater. The Chief Engineers report, implementing President Carter's cost sharing formula, recommended that State and local interest contribute 25% of the project cost. A contribution of this magnitude would place a staggering burden on local interest.

The Red River Valley Association urges the support of the Bushley Bayou Project, as recommended by the Mississippi River Commission, and that Congress approve the full capability of the Corps of Engineers for FY 1984 so that advanced planning of this vital project may continue.

Many changes have occurred in the usage of lands, drainage patterns, vegetative cover, flooding frequencies, and other factors in the Larto Lake-Saline Area in recent years. The changes have resulted in seriuos water quality problems in the area. On January 22, 1973, the Senate Public Works Committee adopted a resolution providing for a comprehensive study of these problems. The study encompasses 200,000 acres within Catahoula, LaSalle, Rapides, and Avoyelles Parishes generally south of Catahoula Lake.

The Red River Valley Association requests that Congress approve the full capability of the Corps of Engineers in Fiscal Year 1984 for completion of this study, and further urges Congress to support all of the above features of the Red River Backwater Project and to approve the full capability of $6.6 million for FY 1984.

WEST AGURS LEVEE

The West Agurs Levee, constructed in 1961 by local interests, is located in the northern fringe of the metropolitan area of the City of Shreveport, Louisiana. The existing levee serves as an integral part of the main line Red River Levee and protects hundreds of acres and commercial business establishments from flooding. The Red River Levees and Bank Stabilization Below Denison Dam Project was modified by the Water Resource Development Act of 1976 to include the West Agurs Levee in its authorized flood control system.

After several years of study, the Corps of Engineers has arrived at a plan for the inclusion of the West Agurs Levee into the Federal flood control system and deauthorization of the existing federal levee. The Caddo Levee District has agreed to construct the minor modifications at their own expense.

The Red River Valley Association urges the Corps of Engineers to incorporate the West Agurs Levee into the Federal System as soon as construction of the minor modification has been completed by local interests.

BAYOU COCODRIE AND TRIBUTARIES

This project was authorized in 1941 and provides a drainage outfall for a large area of central Louisiana, including 120 miles of drainage channel, three water control structures, and a major drainage structure in the West Atchafalaya Basin Protection Levee. The upper 100 miles of the project extending from Rapides Island west of Alexandria, Rapides Parish, to the town of Washington, St. Landry Parish, is known as the Bayou Bouef-Cocodrie Diversion Channel. The lower 21 miles is Bayou Courtableau.

Most of the project was completed in 1952. Since that time, as a result of extensive developments throughout this intercepted drainage area, stages in the main channel system have continued to rise and have exceeded the design water surface by several feet on a number of occasions. Under present conditions, widespread flooding of agricultural lands and extensive damages from flooding of residental area occurs and is increasing with each passing year. There is a critical need for improvement to these drainage channels which were intercepted by construction of the Red River South Bank and West Atchafalaya Floodway Levees.

For the lower part of the project (Bayou Courtableau), at that time in 1980 advanced engineering and design was considered to have been completed. Now it appears that additional studying of this portion of the project has been deemed necessary. The Red River Valley Association urges that these additional studies be promptly completed so that construction of this outlet can begin.

For the upper part of the project, Bayou Boeuf-Cocodrine Diversion Channel, the system is under a continuing re-study to determine enlargements and improvements that need to be accomplished in the system. It is recommended that this study be completed and improvements authorized at the earliest time.

BAYOU RAPIDES PUMPING STATION NEAR ALEXANDRIA, LOUISIANA

The Bayou Rapides Pumping Plant was constructed in 1930-1931 by the State of Louisiana and the Red River, Atchafalaya and Bayou Boeuf Levee District with a pumping capacity of 100,000 gallons per minute. Located beneath the pumping station are six (6) reinforced concrete gated openings to provide drainage by gravity when Red River stages permit. During high river stages, the floodgates must remain closed.

The present pumping capacity should be increased ten times to 1,000,000 gallons per minute which is necessary to provide reasonable protection against flooding for a 25-year storm frequency.

This pumping station is a necessary integral major structure incorporated into a complicated drainage system for the city of Alexandria and connects to the Bayou Rapides-Bayou Cocodrie drainage system and also to Red River. As a major structural feature providing for intercepted drainage resulting from Federal levee construction, it is clearly established that replacement of this pumping station with an adequate capacity is a responsibility of the Federal Government.

The Red River Valley Association strongly urges the Corps of Engineers to expand the existing project study "Bayou Cocodrie & Tributaries" and include the Bayou Rapides Pumping Station as a feature of the overall interconnected drainage system, with a view to authorize and construct adequate pumping and/or drainage facilities as required for this intercepted drainage area. Further, if such addition to the existing study results in drastic delay and/or funding impacts, then the Red River Valley Association recommends separate Congressional authorization for this urgently needed study.

COMPREHENSIVE BASIN STUDY
CANE RIVER ISLAND FLOOD CONTROL STUDY

In June 1956, construction was completed on the existing Red River flood control system from the city of Natchitoches, Louisiana to the Town of Marco, Louisiana, which was authorized by the Flood Control Act of 1936. Ths project consisted of the construction of levees on the south bank of the Red River, a dam at the mouth of Cane River, and enlargement of interior drainage to give protection to 135,000 acres of land in the Cane River Island area from Red River overflow.

During periods of high water, drainage gates must be closed, preventing interior drainage, and backwater flooding occurs along the Cane River and Old River from the Red River. Continued development of the area and flooding in recent years, resulted in a resolution adopted by the Committee on Public Works of the U.S. Senate to re-study the area for possible further flood control measures. In February, 1978, at the urging of local interest, the study of the Cane River Island area was expanded to include the entire Cane River Basin.

The Red River Valley Association urges that this study be conducted and completed as quickly as possible so that construction of needed additional flood control devices can be accomplished in the near future.

Further, the Association recommends that the sum of $665,000.00 be appropriated for this comprehensive basin study in Fiscal Year 1984.

ALOHA - RIGOLETTE PROJECT

This project authorized in 1941, and constructed during the period from 1948 to 1954 provides for protection of some 58,000 acres of alluvial land during the high stages of the Red River. Drainage from 340,000 acres that must flow through protected areas, during lower river stages, is disposed of by gravity flow through two 10 ft. by 10 ft. gated concrete drainage structure in the levee at the lower end of the project.

This protected area has continued to develop agriculturally since the construction of the project and now it appears that additional gates are needed to allow adequate gravity drainage during low river stages. As a result, local interest have requested that additional studies be made of the project, paying particular attention to the adequacy of the floodgate.

The Red River Valley Association urges that the needed additional studies be completed in a timely manner and that Congress appropriate the sum of $175,000.00 for completion of these studies in Fiscal Year 1984.

LOWER RED RIVER SOUTH BANK LEVEE

The South Bank Levee is a feature of the Mississippi River and Tributaries Flood Control Project and calls for improvement of the existing levee from the community of Hot Wells to Moncla. Construction procedures include: Strengthening and enlarging substandard levee reaches, raising the levee to the designed grade, bank stabilization to protect the levee and other miscellaneous levee and roadway improvements This levee is of outstanding importance since it protects 1¼ million acres of valuable lands and improvements from flooding. This work should be completed in a timely and orderly manner. Therefore, the Red River Valley Association endorses an appropriation of $6,000,000.00 by Congress for Fiscal Year 1984.

EASTERN RAPIDES - SOUTH CENTRAL AVOYELLES DRAINAGE PROJECT

After many years of delay, the Eastern Rapides-South Central Avoyelles Drainage Project was authorized as a feature of the Mississippi River and Tributaries Flood Control Project. Unfortunately, construction has not been started subsequent to the authorization of 1970.

Basically, this project is the upper part of a drainage system that would directly and indirectly benefit parts of the parishes of Rpaides, Avoyelles and Evangeline. Specifically, more than 206,000 acres of valuable agricultural land in the immediate area of the proposed drainage project are subject to flooding.

Flooding of this acreage resulted from an act of the Federal Government construction of the South Bank Red River Levee and the West Atchafalaya Basin Protection Levee which intercepted the natural drainage channels. This condition causes flooding on an average of at least four times a year.

Additionally, one large urban area -- the City of Alexandria -- is adversely affected by the poor drainage conditions that drastically need improvement.

There is an outstanding urgent need to begin work on this extensive project, which would traverse southeasterly from Alexandria for some 80 miles before entering the Atchafalaya Basin Floodway.

Studies have been made and public hearings have been held in Marksville and Opelousas. Therefore, the Red River Valley Association strongly urges the Corps of Engineers to complete determination of possible alternatives and reach a final decision as to the recommended solution without making additional studies and incurring further delays so that construction can begin as quickly as possible. Further, the Red River Valley Association recommends appropriations of $50,000.00 in Fiscal Year 1984 to complete the remaining preconstruction planning and begin construction.

LOWER RED RIVER LEVEES

The South Bank Levee in the Red River, Atchafalaya and Bayou Boeuf Levee District, from Boyce to Moncla, is a feature of the Mississippi River and Tributaries (MR&T) Flood Control Project, but the lower few miles of this same levee from Moncla to Lake Long is under different authorization, precluding the benefits of the MR&T authorization to the people and property in the protected area.

The North Bank Levee of Red River, in the same Levee District does not benefit from the MR&T authorization although they also protect the lives of many people and vast areas of farm land and improvements.

Both the South Bank and the North Bank Levees of the Red River are part of a continuous protective system and the lower few miles from Moncla to Lake Long are a part of that system. There is no justification for treating the lower portion of the Red River Levees in any different manner that other portions of the Red River Levee System.

The Red River Valley Association recommends that the Congress of the United States authorize the Corps of Engineers to review the present authorization of these levee systems, with the views of including the lower portions of them in the same MR&T authorizations as the South Bank Levee, so as to provide equal benefits and protection to the people and property in those areas.

OKLAHOMA RESOLUTIONS

REMOVE "LEOPARD DARTER" FROM ENDANGERED SPECIES LIST

Be it resolved, that the Red River Valley Association expresses strongest opposition to putting the "Leopard Darter" on the list of threatened species.

This little fish can be found in every branch, creek, river, and lake in all of the watershed of the Little River system, in southwestern Arkansas and southeastern Oklahoma. It would be impossible to destroy this species in the above area.

LUKFATA PROJECT, OKLAHOMA

Lukfata Lake on Glover Creek in central McCurtain County in southeastern Oklahoma was authorized by the Flood Control Act of 1958 as a component of the six-reservoir system for flood control in the Little River Basin. All of the reservoirs except Lukfata Lake have been completed. Without the Lukfata project, the system does not function as planned.

Preconstruction planning for Lukfata Lake has been suspended and construction has been deferred indefinitely because the project failed to pass President Carter's 1977 review of water resources projects. It failed because its adverse environmental impacts were expected to outweigh its monetary benefits. Glover Creek, as well as other streams in the Little River system, has been officially declared a critical habitat for the threatened leopard darter species.

The Red River Valley Association believes that, because of recent changes in political, economic, and environmental views, further study will show that a project at the lower site will prove feasible.

In the Energy and Water Development Appropriations Bill of 1982, HR 97-177, 14 July 1981, the committee on appropriations directed the Corps, within the limits of available funds, to study the potential of hydropower generation at Lukfata Lake.

Studies are continuing on a hydropower review report which will serve as a decision document on the advisability of resuming studies leading to a feasibility report on hydropower.

The Red River Valley Association strongly supports continuation of these studies in the interest of national energy independence.

PARKER LAKE, OKLAHOMA

Parker Lake, on Muddy Boggy Creek, Oklahoma, is an early action project recommended in the Red River Below Denison Dam Comprehensive Basin Study.

The project would provide protection against the standard project flood and a dependable water supply of 42 gallons per day for municipal recreation facilities.

The project would have a benefit-to-cost ratio of 1.9 to 1.0.

A report recommending construction of the project was approved by the Office of the Secretary of the Army and transmitted to the Water Resources Council on 15 January 1981. The report was returned to the Office of the Secretary of the Army in October 1981 as a result of the Water Resources Council being discontinued.

The Red River Valley Association considers the Parker Lake project to be a desirable element in the development of the Red River Basin, and supports the proposed construction of the Parker Lake Project. The Red River Valley Association requests that the Congress authorize construction of the project and provide adequate funds to the Corps of Engineers for preconstruction planning.

PINE CREEK LAKE, PINE CREEK, OKLAHOMA

Pine Creek Lake was authorized by the Flood Control Act of 1958 for the purposes of flood control, water supply, water quality, and fish and wildlife. Construction began in February 1963 and the project became operational in June 1969. The damsite is located at river mile 145.3 on the little River about 5 miles northeast of Wright City, Oklahoma.

A study to determine the feasibility of adding hydropower generation to the existing outlet works is being conducted under the authority of Section 216, Public Law 91-611, December 1970. Funds were received in Fiscal Year 1982 to initiate a preliminary study, and this report was submitted in October 1982. The total study is scheduled for completion in Fiscal Year 1985. The Red River Valley Association strongly recommends that the Corps of Engineers receive funds adequate to their full capability to continue this study.

HUGO LAKE, KIAMICHI RIVER, OKLAHOMA

Hugo Lake was authorized by the Flood Control Act of 1946 for the purposes of flood control, water supply, water quality, recreation, and fish and wildlife. Construction began in October 1967, and impoundment of the lake began in January 1974. The damsite is located at river mile 17.6 on the Kiamichi River about 7 miles east of Hugo, Oklahoma.

A study to determine the feasibility of adding hydropower to the existing spillway is being conducted under the authority of Section 216, Public Law 91-611, December 1970. Funds were received in Fiscal Year 1982 to initiate a preliminary study. This report was completed in October 1982, and continuation of feasibility studies was approved in December 1982. The total study is scheduled for completion in Fiscal Year 1985. The Red River Valley Association strongly recommends that the Corps of Engineers adequate funding continue this study.

RED RIVER AND TRIBUTARIES ABOVE DENISON DAM

The Red River Valley Association, the Oklahoma Water Resources Board, and the city of Chickasha support the current study being conducted by the Corps of Engineers to assess the potential for water resources development in south-central and southwestern Oklahoma. The current efforts are concentrated on seeking future water supply alternatives for the Chichasha area. These studies are assessing the potential of Bitter Creek, Rainey Mountain Creek, and Saddle Mountain Creek, all tributaries of the Washita River. It is requested that adequate funds be appropriated to continue efforts toward completion of these studies.

ARKANSAS RIVER AND TRIBUTARIES, SOUTH-CENTRAL AND SOUTHWESTERN AREAS OF OKLAHOMA - COMPREHENSIVE STUDY AND RED RIVER BASIN ARKANSAS, TEXAS, LOUISIANA, AND OKLAHOMA - COMPHREHENSIVE STUDY

The Red River Valley Association is aware of study appropriations which were included in the Fiscal Year 1983 Energy and Water Appropriations Bill for the above studies. These comprehensive studies would recommend measures for the following: control of flood; development of water supply; treatment, and conveyance facilities; the generation of hydroelectric power; the development and enhancement of the recreational potentials and enterprises of the region; and the improvement of the rivers for navigation and port-site development. The Red River Valley Association strongly supports the funding of such studies and requires Congress to appropriate $600,000 for such studies.

TEXAS RESOLUTIONS

LAKE MARSHALL

A feasibility study of the Cypress Basin to include an investigation of the proposed Lake Marshall was authorized and funded by Resolution of the committee of Public Works and Transportation, May 9, 1979.

The investigation is underway, and sufficient funding is needed to accomplish the study in a timely manner.

The Red River Valley Association supports an appropriation of the capability of the Corps of Engineers in this endeavor.

COOPER LAKE AND CHANNELS

The Cooper Lake and Channels project was authorized by the 84th Congress on August 3, 1955 for the construction, maintenance, and operation of the project to provide flood control, recreation, and water supply benefits to the citizens of this nation. The Corps of Engineers, with three local entities, Sulphur River Municipal Water Districts, North Texas Municipal Water District and the City of Irving have been attempting to build this project which is now under a Federal Court Injunction for modifications to the Environmental Impact Statement that was ruled inadequate by William Wayne Justice on December 12, 1978, and again on December 30, 1982.

The Corps of Engineers has made what it considers to be the required modifications on the Cooper Lake Project which is desperately needed by the local participants for water supply and by the City of Texarkana for replacement flood control storage in Lake Wright Patman; therefore, the Red River Valley Association fully supports the Cooper Lake and Channels Project and encourages the Congress, the Corps of Engineers and the Federal Courts to use every effort to have the injunction removed so that the project can continue to completion for the benefit of the area and the nation. Further, the Red River Valley Association urges the Congress to continue funding the project in FY 1984 to let the Court know there is still strong Congressional support.

N.E. TEXAS RESOURCE CONSERVATION & DEVELOPMENT

The Executive Committee of the Northeast Texas Resource Conservation and Development Area, that comprises the entire area and population of Bowie, Red River, Delta, Lamar, and Fannin counties in Texas, submits the following resolution pertinent to the continued effects of the Resource Conservation and Development Program (RC&D) for the afore mentioned area as administered by the Soil Conservation Service, an agency of the United States Dept. of Agriculture to wit:

The Northeast Texas RC&D Area (hereafter called NETRC&D) has enjoyed an excellent relationship with the Red River Valley Association for many years and the NETRC&D expresses their appreciation for the support that the Association has given to the previous resolutions submitted from NETRC&D; and

The NETRC&D Board of Directors is keenly aware of the need and potentials for the conservation and development of the natural and human resources of the Red River Valley and have studied in detail the problems and the need for resource development of its area, especially pertaining to the sediments deposited from the bank sloughing of Red River and from the erosion of soils in the drainage area of the Sulphur River.

The Red River Valley Association pledges its full support and cooperation to secure federal funds and authorizations to provide needed technical and financial assistance to carry out a program that will help solve the natural and human resource problems within NETRC&D.

RED RIVER BANK STABILIZATION ABOVE LAKE TEXOMA

Thousands of acres of America's most productive farm lands along the banks of the Red River and some of its tributaries above Lake Texoma are being destroyed annually. This staggering depletion of the nation's most fertile lands caused by bank caving can be stopped by a systematic program of stream bank stabilization.

A stream bank stabilization program will also protect flood control structures and avert relocation of valuable public and private facilities, such as highways, levees, railroad bridges, and other industrial facilities.

The States of Oklahoma and Texas have lost thousands of acres of fine fertile land in the last 30 years by sluffing and caving of the river banks. No state can continue to incur these economic disasters annually.

The Red River Valley Association urges the Federal government, through the Corps of Engineers, to move forward on the most vital program of bank stabilization above Lake Texoma.

BIG PINE LAKE, TEXAS

The Big Pine Lake, Texas, project was authorized by the Flood Control Act of 1962. The project is ready for construction and the completed preconstruction planning work has provided for a balance of environmental preservation with economic development among the water supply, flood control, recreation, and fish and wildlife project purposes. The supply of water from this project is necessary and essential to the life and livlihood of every citizen of our area.

LAKE WICHITA - HOLLIDAY CREEK

Holliday Creek flows from Lake Wichita through the city of Wichita Falls, Texas. The creek floods an average of twice annually causing average damages of over $2 million to a highly urbanized area. Lake Wichita Dam is located on the south side of Wichita Falls. The dam has been declared unsafe by the State of Texas and the Corps of Engineers. If the dam were to fail, extensive damage and possible loss of lives could occur in the city of Wichita Falls. Over $30 million in flood damages occured in May 1982.

The Corps of Engineers, after an intensive study, has designed a project which, if constructed, would protect the citizens of Wichita Falls from a 100-year flood event on Holliday Creek. The project consists of rebuilding the existing dam and channelizing Holliday Creek through the city of Wichita Falls (about 9.3. miles). The benefit-to-cost ratio for the plan is 1.9 to 1.0. There are no adverse environmental impacts associated with the plan.

The city of Wichita Falls supports the plan and has agreed to pay the non-Federal share of the costs. The city is acquiring rights-of-ways for the proposed plan and has initiated work to clean and construct portions of the channel on Holliday Creek.

The Red River Valley Association supports the plan and requests the Congress to authorize the design and construction of the project in accordance with the report of the Chief of Engineers and to provide funding to the full capability of the Corps of Engineers to continue preconstruction planning.

The Red River Valley Association also supports the current study being conducted on McGrath Creek, Wichita Falls, Texas. McGrath Creek is a tributary of Holliday Creek and is also subject to severe flooding. The purpose of the study is to investigate the feasibility of constructing a small flood control project on McGrath Creek that would be complete within itself and not require other Federal action before it can operate for flood control.

The city manager of Wichita Falls, Texas, requested the study in June 1982 following severe flooding which occured on McGrath Creek in May 1982. A preliminary report initiated in July 1982 was submitted to Southwestern Division in January 1983 for review. If the preliminary report receives favorable review, more detailed project studies could continue, subject to funds being available and assurance of support from the local sponser.

LOUISIANA

Mr. Don Duggan	Chairman, Red River Valley Association President, Levee Boards of Louisiana President, Caddo Levee Board	Duggan Machine Post Office Box 7333 Shreveport, LA 71107
Lt. Gen. (Retired) Edgar Harris	President, Red River Valley Association	Post Office Box 709 Shreveport, LA 71165
Mr. B. A. Rothschild	Vice-President (Louisiana) Red River Valley Association	Post Office Box 1663 Shreveport, LA 71165
Mr. Chester Wells	Past President, RRVA Red River Waterway Commission President, RR, Bayou Boeuf Levee	Post Office Box 8235 Alexandria, LA 71306
Mr. Woster Anderson	Red River Parish Police Jury	Post Office Box 709 Coushatta, LA 71019
Mr. R. C. Atkins	Bossier Levee Board	Rt. 1, Box 236 Benton, LA 71006
Mr. Norman Budd	Red River Valley Association Board Red River Waterway Commission	Post Office Box 5592 Alexandria, LA 71306
Mr. Dewey Burchette	Attorney, Bossier Levee Board	Post Office Box 5259 Bossier City, LA 71111
Mr. Syd Burt	Bossier Levee Board	Rt. 1, Box 249A Benton, LA 71006
Mr. Alred DeGuerce	President, Bossier Levee Board	Rt. 1, Box 16 Elm Grove, LA 71051
Mr. Ron Fayard	Bossier Levee Board	Fayard Realty 1828 Old Minden Road Bossier City, LA 71111
Mr. Harry Friedman	Red River Waterway Commission	Post Office Box 818 Natchitoches, LA 71457
Mr. Dick Gibson	Red River Valley Association Board	Post Office Box 468 Coushatta, LA 71019
Mr. Bill James	Caddo Levee Board	Rt 1, Box 282 Shreveport, LA 71115
Mr. Jim Jolley	Executive Director, Caddo Levee Board	Post Office Box 1402 Shreveport, LA 71164
Mr. Ben Littlepage	Red River Valley Association Board Red River Waterway Commission	Rt. 2, Box 8 Colfax, LA 71417
Mr. Dan Logan	Caddo Levee Board	Post Office Box 159 Gilliam, LA 71029
Mr. L. V. Myles	Red River Waterway Commission	5938 Ledbetter Shreveport, LA 71108
Mr. Roy Pilkinton	Bossier Levee Board	4800 Barksdale Blvd. Bossier City, LA 71112

Mr. Mickey Prestridge	Caddo-Bossier Port Commission	1305 Delhi Bossier City, LA 71111
Mr. Arlis Scogin	Caddo Levee Board	1132 East Washington Shreveport, LA 71104
Mr. Don Sonnier	Red River Waterway Commission Bossier Levee Board	2314 Melrose Avenue Bossier City, LA 71111
Mr. Darrell Williamson	Louisiana Office of Public Works Chairman, Red River Waterway Com.	Post Office Box 44155 Capitol Station Baton Rouge, LA 70804
Mr. Art Theis	Louisiana Office of Public Works	Post Office Box 44155 Capitol Station Baton Rouge, LA 70804
Mr. Richard Bennett	Louisiana Office of Public Works	Post Office Box 44155 Capitol Station Baton Rouge, LA 70804
Mr. Bruce Easterly	Louisiana Office of Public Works	Post Office Box 38 Shreveport, LA 71161
Mr. Coan Bueche	Louisiana Office of Public Works	Post Office Box 44155 Capitol Station Baton Rouge, LA 70804
Mr. James Bagley	Louisiana Office of Public Works	Post Office Box 44155 Capitol Station Baton Rouge, LA 70804
Mr. David Smith	Louisiana Office of Public Works	Post Office Box 44155 Capitol Station Baton Rouge, LA 70804

ARKANSAS

Mr. Vincent Foster	Foster Land and Realty Red River Commission RRVA Board	512 East 3rd Hope, AR 72801
Mr. Lynn Lowe	Farmer RRVA Board	25 Arnold Drive Texarkana, TX 75502
Mr. John Stroud	Attorney-At-Law Red River Commission RRVA Board	Suite 6 State Line Plaza Texarkana, TX 75501
Mr. Jack Williams	Vice-President, Arkansas RRVA Board W-Bar Ranch Red River Commission	Post Office Box 158 Garland, TX 71839

OKLAHOMA

Mr. William C. Chapman	Rancher RRVA Board	Post Office Box 1425 Ardmore, OK 73401
Mr. Ed Edinger	Vice-President, Oklahoma RRVA Board	Post Office Box 806 Hugo, OK 74743
Mr. Glenn Sullivan	Senior Vice-President, Benham Group RRVA Board	Post Office Box 20400 Oklahoma City, OK 73156
Mr. Ike Webb	Retired Postmaster	Box 73 Hugo, OK 74743
Mr. Jim Barnett	Dir. Oklahoma Water Resources Board	Post Office Box 53585 Oklahoma City, OK 73152
Mr. Harvey Bollinger	Executive Director, REDARK, Inc. RRVA Board	Post Office Box 639 Wilberton, OK 74578

TEXAS

Mr. Jimmy Banks	Manager, Lake Kent Water District	402 E. Scott Wichita Falls, TX 76301
Mr. Jerry Chapman	General Manager Greater Texoma Municipal Utilities District	5100 Airport Drive Denison, TX 75020
Mr. Ron Glenn	City Manager	Post Office Box 1106 Sherman, TX 75090
Mr. Homer Tanner	Vice-President, Texas RRVA Board Northeast Texas Municipal Water District	Box 680 Daingerfield, TX 75638

BAYOU BODCAU AND TRIBUTARIES PROJECT

STATEMENT OF DEWEY BURCHETTE, SECRETARY AND ATTORNEY FOR THE BOSSIER LEVEE DISTRICT, LA.

Senator HUDDLESTON. Next, we will have Mr. Burchette with the Bossier Levee District.

Mr. Burchette, if you want to summarize your statement or have one for the record, we will be glad to have that.

Mr. BURCHETTE. Thank you, Mr. Chairman, for letting us appear. I am Dewey Burchette, secretary and attorney for the Bossier Levee District. We have a written statement that I have already given to the staff for inclusion in the record.

My remarks will be brief and I appreciate this time to appear. I would ask those, Senator Huddleston, that are here on behalf of the Bossier Levee District to stand. There is considerable interest. [Large group standing.]

Senator HUDDLESTON. There they are. Glad to have you gentlemen.

Mr. BURCHETTE. There is considerable interest in Bossier Parish, Red River Parish where the district is situated. I think it is significant, and just a couple of points I want to make to the committee, it is significant that since this project was put on the hit list and delayed that we, along with the city of Bossier, Police Jury, Parish, and the State of Louisiana have funded some $4 million of the channel portion of this project and these are funds that have been put into the project. We feel this demonstrates our interest in it.

There was some flooding, as you know, in some part of Louisiana because of rains earlier this year. Thirty percent of this project has been completed and was significant in keeping portions of Bossier Parish out of the flood zone.

Those constitute our remarks on the subject and we appreciate your giving the attention of the committee.

Senator HUDDLESTON. I have sympathy with you fellows. That project is on the Carter hit list. We have some in Kentucky, too. Thank you.

[The statement follows:]

STATEMENT OF ALFRED DEGUEURCE, PRESIDENT, BOSSIER LEVEE DISTRICT

This statement is presented in behalf of the board of commissioners of the Bossier Levee District and the citizens of Bossier and Red River Parishes, La., to urgently request adequate funding for the Bayou Bodcau and tributary project for fiscal year 1984.

Congress, in 1956, authorized the study of the Bayou Bodcau and tributaries project in Bossier Parish. In 1965, after 9 years of studies and delays and after a well-justified plan of improvement was developed, the project was finally authorized for construction. In 1974, after another 9 years of delays, studies, and preconstruction planning, construction was finally begun and the project was progressing satisfactorily.

Then, in March 1977, this project, along with many other water resource projects throughout the Nation, was reviewed by the Department of the Army, at the request of the President, under new criteria for environmental, economic, safety, and other factors. Although many other projects failed, this project passed all tests under the new review criteria; however, a study team, appointed by the President, arbitrarily decided that annual benefits in excess of project costs were not adequate to offset the adverse environmental effects, and it was recommended that the project be terminated.

Congress subsequently passed legislation modifying the project and eliminating those project features providing the greatest benefits to the people of the area.

At the time the project was delayed, the levee portion of the Bayou Bodcau and tributaries project was approximately 30 percent complete and no channel improvement work had been accomplished. The State of Louisiana, the Bossier Levee District, and other government agencies within the levee district began construction on the channel features of the project in 1981. Since the initiation of the channel project, over $4 million has been spent or committed for the completion of the channel features. The State of Louisiana and the interested local agencies in Bossier and Red River Parishes realize the importance of this project and are spending local funds to construct the channel portion of this project.

The Bayou Bodcau and tributaries project is a complex project for the solution of complex and interrelated drainage and flood control problems. Both levee construction and channel improvement work are project features each of which depends on the other for successful operation of the overall project. The sponsors of this project cannot complete this very important project without Federal participation as their funds are committed to the extreme limits presently and in the future. Furthermore, until this project is completed the construction of the Cypress-Black Bayou watershed project, an authorized Public Law 566 project for drainage, flood control, and agricultural water management cannot begin.

In fiscal year 1982, Congress passed legislation mandating the Bayou Bodcau and tributaries project be constructed as originally authorized. However, since the project's authorization in 1965 land use changes have occurred within the project limits, especially south of Bossier City. Some lands that were predominately agricultural are now being used for residential development. The U.S. Army Corps of Engineers have informed the local sponsor that some 5,000 acres of flood easements will have to be obtained south of Bossier City, some of which contain substantial residential development. The flood easements south of Bossier City were not included in the project as authorized and it is presumed that the authorized project intended to protect all lands subject to flood below Bossier City. Because of the land use changes, the U.S. Army Corps of Engineers has recommended that a comprehensive review of the remainder of the project be undertaken which is estimated to take 3 years to accomplish, another lengthy delay to the timely completion of this project.

We are, therefore, urging that Congress fund the Bodcau and tributaries project at the maximum capability of the Corps of Engineers and that Congress urge the Corps of Engineers to complete the comprehensive review of the project in a timely manner so project completion can be achieved at the earliest possible date.

STATEMENT OF ROGERS M. PRESTRIDGE, CADDO-BOSSIER PORT COMMISSION

As a representative of the Caddo-Bossier Port Commission, I would like to add our whole hearted endorsement of the Red River Valley Association's Program of Work for Fiscal Year 1984, and respectfully request that the Sub-Committees on Appropriations submit to the full Senate and House of Representatives a recommended appropriation reflective of the amounts requested by the Association for the various projects cited in their Program of Work.

This request is made by the members of the Caddo-Bossier Port Commission based on the numerous overall benefits which will accrue from the completion of the Red River Waterway and Flood Control project -- namely, navigation to the Shreveport-Bossier City, Louisiana area (of which we are particularly interested), improved availability of potable water, the potential for hydro-electric generation, improved recreational facilities, and perhaps most importantly at this time in the jobs the continuation of this project will create.

We fully realize that our nation faces urgent economic problems, and that funding for all programs must be designed within certain constraints in order to develop a federal budget with the lowest possible deficit. At the same time, the Port Commission believes the Red River Valley Association has requested funding which meets this criteria, and therefore, we urge you to give serious consideration to providing the funding level requested by the Association.

Our main concern, naturally, is with the continued funding to enable navigation on the Red River as rapidly as possible. This concern is generated by the specific benefits we know will accrue to the citizens of northwest Louisiana, northeast Texas and southwest Arkansas with the availability of a public port facility to handle water borne commerce from this area to ports throughout our nation and the world. I have taken the liberty of including information which briefly outlines these benefits, and hope you will consider these factors as you develop your funding appropriations recommendations on the Red River project.

SPECIFIC BENEFITS ACCURING TO NORTHWEST LOUISIANA, NORTHEAST TEXAS AND SOUTHWEST ARKANSAS BY THE AVAILABILITY OF PUBLIC PORT FACILITIES AND ACCOMPANING INDUSTRIAL PARK

(The following information was derived from information contained in a Feasibility Study prepared for the 'Caddo-Bossier Parishes Port Commission by Tippett-Abbett-McCarthy-Stratton in 1976 and from an updated Port Users Survey prepared by Griswold Engineering Co. in 1981.)

I. Potential Tributary Area

A. Boundary Limits
1. 60 miles to east of Shreveport-Bossier City (Ouachita River)
2. 110 miles to north (existing inland waterway on Arkansas-Verdigris River system)
3. 70 miles to south (proposed Alexandria, LA port)
4. 220 miles to west (Dallas-Ft. Worth area)

B. Demographics
1. Land Mass
a) 39,000 miles
b) 53 counties and parishes, including 36 counties in Texas, 9 parishes in Louisiana, 5 counties in Arkansas and 3 counties in Oklahoma.

2. Population -- 3.7 million in 1970

3. Total employment of area
a) Approximately 326,000 in 1972
b) 6,000 manufacturing establishments in tributary area in 1972; more than 1/3 have 20 or more employees
c) Shipment of goods by these manufacturers were worth more than $12.1 billion, including more than $5.7 billion in value added.

II. Potential Tonnage through Public Port by 1990 (if Red River Waterway completed)

A. TAMS 1976 Feasibility Study
1. 789,000 tons of general cargo. (Total firms contacted: 1,859; responses from 358) (Public Terminal)
2. 1,567,500 tons (Private Terminals)

B. Griswold 1981 Port Users Survey
1. 1,890,350 tons of general cargo (Total firms contacted: 217; responses from 65) (Public Terminal)
2. 1,641,418 tons (Private Terminals)

III. Direct Economic Benefits to Area

A. Transportation Savings for Shippers or Consignees. (Availability of water transport would be expected to force a reduction of costs of other modes of transporation.)

B. New Income
1. Revenue generated by services and materials, including terminal operating charges, port and local freight charges, bunkering and miscellaneous vessel supplies.
2. Creation of a possible 4,000 new jobs by the time a 1,500 acre industrial park is fully occupied.
3. Total direct benefits of from $4 million to a possible $6.9 million in 1995.
4. Multiplier effect -- each new dollar would generate $2.50 total new money, resulting in total annual direct and indirect monetary benefits of $16 million by 1995.

IV. Importance of Port/Industrial Park to Area

A. New jobs for growing work force.

B. Direct and indirect new income would enhance tax bases of area's communities and state treasuries.

FELSENTHAL WILDLIFE REFUGE RECREATIONAL DEVELOPMENT

STATEMENT OF THOMAS S. STREETMAN, CHAIRMAN, FELSENTHAL COMMITTEE

ACCOMPANIED BY JODY MAHONY, ARKANSAS STATE REPRESENTATIVE

Mr. STREETMAN. I am Thomas Streetman, chairman of Felsenthal Committee, Crossett Chamber of Commerce, Crossett, Ark. We are here to seek your help to see that the Government keeps the faith with the people of south Arkansas.

We are here asking you to assure that the Corps of Engineers keeps its promises to construct, operate, and maintain the 11 access and recreation sites of the Felsenthal Wildlife Refuge in Ashley, Bradley, and Union Counties, Ark. We have prefiled with the committee a brochure which contains a map of the refuge, excerpts from the Corps of Engineers' public hearings, and documents from the Corps' master plan for this project which detail the nature and cost of the proposed project. We hope you have had an opportunity to review this brochure.

Before the Interior Department acquired the 65,000 acres of land along the Ouachita River which now make up the Felsenthal Wildlife Refuge, these lands were privately owned by individuals and timber companies. The river was lined with hunting and fishing camps. In the warm spring and fall months the river was alive with activity.

Before the Government acquired these lands through condemnation or purchase, a massive public relations campaign was conducted by both the Corps and the Fish and Wildlife Service. The people of south Arkansas were repeatedly assured that if they would not resist acquisition of the lands they would have one of the finest hunting, fishing, and recreational attractions in this country. Felsenthal would be a hunting and fishing mecca.

The following are excerpts from public hearings conducted by the Corps of Engineers and Fish and Wildlife Service in either Crossett or El Dorado, Ark.:

> On August 23, 1973—Some of the other kinds of development that we plan are access, boat ramps, some kind of concession-type operation where people can buy fishing supplies and rent boats and so forth. Right now the logical place for this type of concession would be where Highway 82 crosses the river.
>
> June 19, 1979—The site at Highway 82 on the east . . . this is a proposed site, a combination campground, to be constructed by the Corps of Engineers, operated by the Corps and maintained by the Corps.
>
> July 19, 1979—We'll start on Highway 82 on the east side of the refuge. The sight (sic) would be probably south of the highway . . . (in the Crossett Harbor area) . . . COE would construct and maintain a campground. . . .

In all, 11 access and recreation sites were to be constructed. Of those 11, the Corps was to operate and maintain 3 sites—one in the Crossett Harbor area just off U.S. Highway 82 and the other two at the town of Felsenthal. The remaining eight sites were to be operated by the U.S. Fish and Wildlife Service.

What is the Corp's present position with respect to these access sites? In a November 4, 1982, letter from the Corps to the Crossett Chamber of Commerce, Col. Dennis J. York states:

> The Corps of Engineers has changed its policy on the development of recreational facilities from that stated in our March 9, 1979, public meeting in Crossett, Ark. We no longer plan to construct those recreational facilities at full Federal cost as shown in our 1981 master plan . . .

So, in a cavalier manner, the Corps has stated that it no longer plans to construct and operate these facilities.

These facilities are desperately needed. Not only are they needed to provide access to the refuge by sportsmen and the general public, but also to insure proper operation and maintenance of the refuge by the Fish and Wildlife Service.

We understand the Fish and Wildlife Service supports our efforts to obtain funding. Under the Corps' present plans, the only access to this 65,000-acre refuge will be a two-lane boat ramp at Felsenthal lock and dam. That access is to be constructed primarily for use by the Corps of Engineers in maintaining the lock and dam.

That access site is more than 20 miles from the U.S. Fish and Wildlife Service headquarters. It will be impossible for the Fish and Wildlife Service to operate, maintain, and police the refuge without adequate access facilities.

Construction of the Felsenthal lock and dam has now been completed. We are only 1 year away from flooding of the refuge. It will be impossible for sportsmen and the general public to use and enjoy the benefits of this refuge without these access and recreational sites.

Unless the necessary funding is provided for completion of this project, millions of tax dollars will have been wasted, the people of south Arkansas will have been duped out of their lands based on false promises, and the Felsenthal Wildlife Refuge will become a 65,000-acre isolated Federal boondoggle—an island inaccessible to those responsible for operating and maintaining it and inaccessible to the public for whom it was constructed.

We urge you to do everything within your power to assure that legislation is immediately enacted to fund this project.

Based on 1981 Corps figures, the total cost for these 11 sites will be $9,287,000. We are not looking for a handout and we are not asking for pork barrel legislation; we want only what we are promised when we gave up our land for this refuge. We appreciate very much the opportunity to make these comments to you.

Mr. MAHONY. Mr. Chairman, you can imagine how this was dropped as a bombshell on us. For years they would come and they would get the community leaders together. They would say right over there we would have this recreation area, a public area, and they continued to do this. We have a letter where they wrote our State game and fish commission that they were going to fund 200 percent of the nursery ponds. The environmental impact statement of 1974 talks about the critical need for public access sites. The Corps' public statement which they label has to do with Ouachita-Black River master plan in which they specify all these things. There are going to be 700,000 visitors come into this area, this is in terms of the environmental impact statement. They have this book which was approved, this master plan was approved in 1982 which all of us—we watched the Jonesville Columbia lock and dam be constructed. I believe 17 recreational sites in Louisiana would be constructed with Corps' money. Then—and I am sure Mr. Gianelli, if he had his people going out making these representations over the past 10 years, that he would not feel the way he does now, having just come on board.

We would very much appreciate consideration of this. We are going to have the largest green tree reservoir in the world and no way to use it if we don't have these launching facilities and recreational facilities. The Fish and Wildlife Service, in response to Senator Pryor who has been very interested in this——

Senator HUDDLESTON. I know he is.

Mr. MAHONY [continuing]. And are very supportive of this position and say, in fact, they just can't manage the area. We appreciate your time.

Senator HUDDLESTON. You made a good presentation. I have had a chance to look at the brochure you have submitted. The committee, of course, will look at it very carefully.

Mr. STREETMAN. Mr. Chairman, if I might say one thing further, Senator Pryor had requested an investigation by the Fish and Wildlife Service. I have a letter addressed to him and we would like to make it a part of the record as well.

Senator HUDDLESTON. Without objection, it will be a part of the record, along with your prepared statement.

[The information follows:]

STATEMENT OF THOMAS S. STREETMAN, CROSSETT (ARK.) CHAMBER OF COMMERCE

I. SUMMARY OF REQUEST

In conjunction with the construction of a navigation channel from the mouth of the Ouachita and Black Rivers at their junction with the Red River in central Louisiana, north to Camden, Arkansas, the U. S. Corps of Engineers proposed to construct public access points and recreation facilities along the rivers where viable demand for those facilities existed.

Construction of the navigational channel is nearing completion and construction of access sites and recreation facilities has already been completed along the Black and Ouachita in the State of Louisiana. However, the Corps of Engineers has now announced that the access sites and recreation facilities along the Ouachita in Arkansas will not be constructed due to a lack of funding.

Specifically, the Corps of Engineers has recently said that the eleven access sites and recreational facilities in the 65,000 acre Felsenthal National Wildlife Refuge near Crossett, Arkansas will not be constructed, operated and maintained by the Corps. Until recently, the Corps had repeatedly promised that these facilities would be provided at full government expense.

We are here to ask your help to see that the necessary funds are immediately appropriated for construction of the facilities that were promised to the people of South Arkansas.

II. PREPARED TEXT

Mr. Chairman and honorable members of this committee, I am Thomas S. Streetman, Chairman of the Felsenthal Committee of the Crossett, Arkansas, Chamber of Commerce. With me is State Representative Jody Mahony of El Dorado, Arkansas.

We are here to seek your help to see that the government keeps the faith with the people of South Arkansas. We are here asking you to assure that the Corps of Engineers keeps its promises to construct, operate, and maintain the eleven access and recreation sites in the Felsenthal National Wildlife Refuge in Ashley, Bradley, and Union Counties, Arkansas.

We have pre-filed with the committee a brochure which contains a map of the Refuge, excerpts from Corps of Engineers' public hearings, and documents from the Corps' Master Plan for this project, which detail the nature and cost of the proposed project.

We hope you have had an opportunity to review this brochure. If you have the brochure before you, you may want to look at the map of the Refuge.

Before the Interior Department acquired the 65,000 acres of land along the Ouachita River which now make up the Felsenthal National Wildlife Refuge, these lands were privately owned by individuals and timber companies. The river was lined with hunting and fishing camps. In the warm spring, summer, and fall months, the river was alive with activity.

Before the government acquired these lands through condemnation or purchase, a massive public relations campaign was conducted by both the Corps and the Fish and Wildlife Service. The people of South Arkansas were repeatedly assured that if they would not resist acquisition of the lands, they would have one of the finest hunting, fishing, and recreational attractions in this country. Felsenthal would be a hunting and fishing mecca.

The following are excerpts from public hearings conducted by the Corps of Engineers and Fish and Wildlife Service in either Crossett or El Dorado, Arkansas:

> August 23, 1973 - "Some of the other kinds of development that we plan are access, boat ramps, some kind of concession type operation where people can buy fishing supplies and rent boats and so forth. Right now the logical place for this type concession would be where Highway 82 crosses the river."
>
> June 19, 1979 - "The site at Highway 82 on the east...this is a proposed site, a combination campground, to be constructed by the Corps of Engineers, operated by the Corps and maintained by the Corps."

> July 19, 1979 - "We'll start on Highway 82 on the east side of the refuge. The sight (sic) would be probably south of the highway...(in the Crossett Harbor area)...the COE would construct and maintain a campground..."

In all, eleven access and recreation sites were to be constructed. Of those eleven, the Corps was to operate and maintain three sites--one in the Crossett Harbor area just off U. S. Highway 82 and the other two at the town of Felsenthal. The remaining eight sites were to be operated by the U. S. Fish and Wildlife Service.

What is the Corp's present position with respect to these access sites? In a November 4, 1982, letter from the Corps to the Crossett Chamber of Commerce, Colonel Dennis J. York states:

> "The Corps of Engineers has changed its policy on the development of recreational facilities from that stated in our March 9, 1979 public meeting in Crossett, Arkansas. We no longer plan to construct those recreational facilities at full Federal cost as shown in our 1981 Master Plan..."

So, in a cavalier manner, the Corps has stated that it no longer plans to construct and operate these facilities.

These facilities are desperately needed. Not only are they needed to provide access to the Refuge by sportsmen and the general public but also to insure proper operation and maintenance of the Refuge by the Fish and Wildlife Service.

Under the Corps' present plans, the only access to this 65,000 acre refuge will be a two-boat ramp at Felsenthal Lock and Dam. That access is to be constructed primarily for use by the Corps in maintaining the lock and dam.

That access site is more than twenty miles from the U. S. Fish and Wildlife headquarters. It will be impossible for the Fish and Wildlife Service to operate, maintain, and police the Refuge without adequate access facilities.

We understand that the U. S. Fish and Wildlife Service strongly supports our efforts to secure funding for this project.

Construction of the Felsenthal Lock and Dam has been completed. We are only a year away from flooding of the Refuge. It will be impossible for sportsmen and the general public to use and enjoy the benefits of this Refuge without these access and recreational sites.

Unless the necessary funding is provided for completion of this project, millions of tax dollars will have been wasted, the people of South Arkansas will have been duped out of their lands based on false promises, and the Felsenthal Wildlife Refuge will become a 65,000 acre isolated federal boondoggle--an island inaccessible to those responsible for operating and maintaining it and inaccessible to public for whom it was built.

We urge you to do everything within your power to assure that legislation is immediately enacted to fund this project.

We are not looking for a handout. We are not asking for "pork barrel" legislation. We want only what we were promised when we gave up our land for this Refuge.

Thank you!

Letter From Col. Samuel P. Collins, Jr., District Engineer, Corps of Engineers

11 MAR 1980

LMKPD-Q

RECEIVED
MAR 17
FISHERIES DIVISION

Mr. Steve Wilson, Director
Arkansas Game and Fish Commission
No. 2, National Resources Drive
Little Rock, Arkansas 72205

Dear Mr. Wilson:

I refer to my letter dated 13 February 1980 regarding the proposed nursery pond at the Felsenthal National Wildlife Refuge.

My letter stated that, upon approval of our Master Plan for Recreation Development and Resource Management for the Ouachita-Black Rivers Navigation Project, we will request your Commission to furnish assurances for 50-50 cost-sharing for construction. This statement is incorrect; however, we will request that the Commission agree to assure all operation and maintenance costs.

Assuming approval of the Master Plan by our Division Engineer and adequate funding, the nursery pond will be constructed at full Federal expense within the same time frame as construction of the general recreational facilities on the Felsenthal National Wildlife Refuge.

Sincerely,

SAMUEL P. COLLINS, JR.
Colonel, Corps of Engineers
District Engineer

EXCERPTS FROM FINAL ENVIRONMENTAL STATEMENT—DECEMBER 1974

Sec. 1. Project Description

Sec. 1.03 Arkansas Portion of the Project

pg. 10, para. f. - - - - - The lands will also be available for wildlife oriented recreation activities and environmental study and education.

para. g. A number of public access sites are planned for the Felsenthal reach of the project. Based on preliminary investigations, recreation sites will be located at the new lock and dam and at the U. S. Highway 82 crossing of the Ouachita River. Further studies are underway to define site locations and type of facilities to be provided. The lock and dam site will furnish access to both the upper and lower pools. The two areas will be of sufficient size to provide complete facilities, including camping. Smaller size access sites will be provided at other locations to provide anticipated needs for parking and boat launching.

pg. 25, para. n. - - - - Access to the river is limited and sites are not fully developed.

Sec. 4 Probable Impact of Proposed Action on Environment

Sec. 4.03 Arkansas Portion of the Project

pg. 32, para. j. - - - - - The new ---- impoundment will, therefore, be of particular importance from a general recreation standpoint. - - - - - - To insure optimum public use of the impoundment and channel area, a number of recreation sites are proposed. These sites will provide excess for boating, swimming, water skiing, picnicking, camping, and sight seeing and also hunting and fishing. Visitatory at the Felsenthal pool is expected to reach 700,000 annual (Ed. note --- add on 131,600 M.D. for 50,000 acres of land hunting, see pg. 23, par. 2.03 f "it is estimated that the forest game resources are capable of providing approximately 1,633 man days of hunting per 1000 acres on an annual basis "...." the potential for this type of (nonconsumptive-bird study, etc.) use is (an additional) 1000 man days per 1000 acres".

Pg. 34, para. i. Proposed public access and recreation sites will provide for optimum use of the Calion pool. The sites will have boat launching ramps, access roads, circulation roads, comfort stations, picnic and camping units and drinking water supplies. In addition to providing public access, the access roads and boat launching ramps will also provide needed access for survey parties and other project maintenance activities. . . . with its proximity to the communities of El Dorado and Camden, the pool will be an important recreational asset. Annual visitation is expected to be 400,000.

Sec. 7. The relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity.

Page 38, Par. 7.01 "Inundation . . . and water damage of . . . forest by . . . the proposed navigation pools will have the long term impact of reducing terrestial wildlife populations and the supply of timber products. These impacts constitute tradeoffs for the benefits expected to result from improved navigation and increased recreational use of the water areas.

Comments 9.03 Citizens Group

Page 64-K Ouachita River Valley Association comment: The loss of time in the construction is inexcusable.

Response: The comment is acknowledged (Editor's comment - - this was in 1974. Now in 1982 the Corps talks in terms of boat launching ramps possibly and "if" for 1987)

LETTER FROM COL. DENNIS J. YORK, DISTRICT ENGINEER, CORPS OF ENGINEERS

Ms. Teresa Walsh, Manager
Crossett Chamber of Commerce
101 West First Avenue
Crossett, Arkansas 71635

NOV 04 1982

Dear Ms. Walsh:

I refer to your letter of 18 August 1982 regarding Corps' policy on recreational development at the Crossett Harbor recreational site and at access sites within the Felsenthal National Wildlife Refuge.

The Corps of Engineers has changed its policy on the development of recreational facilities from that stated in our 9 March 1979 public meeting in Crossett, Arkansas. We no longer plan to construct those recreational facilities at full Federal cost as shown in our 1981 Master Plan for Recreational Development and Resource Management. Additionally, as of 17 September 1982, new construction of recreational facilities has been deferred pending further guidance on national policies for funding and construction of recreational facilities at Federal projects. We will inform you of any changes concerning this matter as we receive further guidance.

Also for your information and files, I will briefly summarize the sequence leading to proposed recreational development at the Crossett Harbor recreational site and at the Felsenthal National Wildlife Refuge.

Our 1977 preliminary Master Plan for recreational development along the Ouachita-Black Rivers did not include facilities at either the Crossett Harbor location or within the Felsenthal National Wildlife Refuge. These facilities were introduced into the draft Master Plan in 1978 at the request of the town of Crossett and the U. S. Fish and Wildlife Service (FWS). Construction of the proposed facilities was to be 100 percent Federally funded and, upon completion of construction, the respective sites would be leased/given to the city of Crossett and FWS for operation and maintenance.

The 23 August 1973 public meeting referred to in your letter was not sponsored by the Corps of Engineers and does not reflect the Corps' proposal for recreational development. FWS hosted that meeting and all proposals presented represented their plans for recreational development. Also, my records of our 9 June 1981 meeting do not reflect that the Corps no longer intended to construct the proposed recreational facilities at 100 percent Federal cost, as shown in our approved Master Plan (1981). My records show that the Corps planned to construct the Crossett Harbor recreational facilities at full Federal cost and lease them to the city of Crossett for operation and maintenance. It was not until early 1982 that we received guidance to the contrary.

The new policy was to construct all new recreational facilities in accordance with the cost-sharing guidelines set forth in Public Law 89-72, "Federal Water Project Recreational Act," 1965, and subsequent amendments. As previously mentioned, on 17 September 1982 the Vicksburg District was directed to discontinue all contract negotiations for cost-shared recreational development until further guidance is provided.

If you have further questions concerning this matter, please contact Mr. Robert May at (601) 634-5441.

Sincerely,

DENNIS J. YORK
Colonel, Corps of Engineers
District Engineer

LETTER FROM WALTER O. STIEGLITZ, ACTING REGIONAL DIRECTOR, FISH AND WILDLIFE SERVICE, DEPARTMENT OF THE INTERIOR

MAR 22 1983

Honorable David Pryor
Attn: Mr. Carmie Henry
United States Senator
3030 Federal Building
Little Rock, Arkansas 72201

Dear Senator Pryor:

This responds to your letter of March 1, 1983, concerning the development of the Felsenthal National Wildlife Refuge (NWR) and the status of those facilities identified in the U. S. Army Corps of Engineers' Ouachita-Black Rivers Master Plan for Recreational Development and Resource Management. The history of the Ouachita-Black Project has been characterized by excellent cooperation including not only the Corps of Engineers and the Fish and Wildlife Service, but the local sponsors, county governments, State Game and Fish Agencies, and concerned citizens' groups in Arkansas and Louisiana. As a result of this coordination, all parties concerned have emphasized development of a total navigation project that includes the associated recreational facilities.

In the order requested in your letter, the following paragraphs present an overview of nearly 30 years of Service involvement in the planning and development of the Ouachita-Black Project. We have attempted to define how the recent change in Corps policy will affect our plans for operation and management of Felsenthal Refuge.

Since 1956 the Service has provided the Corps with 10 separate reports concerning fish and wildlife and related recreational aspects of the Ouachita-Black Navigation Project. We provided comments or had specific input to the Corps' December 1964, April 1967, and February 1981, recreational Master Plans. Review and comments pertaining to the draft and final Environmental Impact Statements dated March and December 1974, respectively, were provided.

These early Service reports, which were well coordinated with the State Game and Fish agencies, clearly show that the Service consistently addressed the need for, and recommended the implementation of, extensive recreational development so that maximum benefits from the navigation project could be attained. In keeping with established Corps policy, the Service recommended that such recreational developments be at Federal expense. Particularly pertinent to this scenario is the Corps' 1967 recreational Master Plan for development of recreational facilities (Enclosure 1) and the final Environmental Impact Statement.

In 1977 a new potential source of funding for the Felsenthal NWR recreational facilities developed. The Service was optimistic that the Bicentennial Land Heritage Program (BLHP) which was originally a $250,000,000 5 year program to fund a portion of the National Wildlife Refuge System's rehabilitation, construction, and operations needs could be utilized at Felsenthal. Since the Service had established Felsenthal NWR in 1975, and would ultimately receive fee simple title from the Corps, we formally expressed our intent to the Vicksburg District in 1977 to fund the recreational facilities at the Refuge from BLHP. The Corps, in keeping with their internal engineering regulations, continued their planning efforts for refuge recreational facilities associated with the navigation project. The scenario was abruptly changed again in 1978 when the Service realized that BLHP funds would not be sufficient to accommodate the identified recreational needs at Felsenthal NWR (Enclosure 2). A series of meetings were held with Vicksburg District personnel between February and May of that year wherein the Corps again agreed to construct the recreational facilities at Felsenthal Refuge, provided the Service would assume operation and maintenance responsibilities.

Beginning in the summer of 1978, the Service began intensive coordination with the Vicksburg Corps staff to plan recreational facilities consistent with the Service's migratory waterfowl and other legislative mandates. During the next 2 years numerous meetings were held with the Vicksburg District staff

(Enclosure 3), as the Corps intensified their efforts to finalize the Ouachita-Black Recreational Master Plan. In February 1981, the Corps recreational Master Plan (Enclosure 4) was released. With the exception of some minor details, the 1981 Master Plan again represented a well coordinated feature of the Ouachita-Black Project, being received and acknowledged by all concerned as an integral feature of the total navigation project. During the remainder of 1981 and through the summer of 1982, our field personnel continued to coordinate closely with the Vicksburg District to fine tune the recreational Plan, so that a General Design Memorandum could be developed and sent forward.

In September 1982, I received an unexpected letter from the Vicksburg District Engineer (Enclosure 5) informing me that the Corps policy for funding and construction of recreational facilities at Federal projects had changed. He advised that, under the new policy, facilities included in the 1981 recreational Master Plan would no longer be programmed or implemented unless local interests provided 50 percent funding for construction and 100 percent funding for operation and maintenance. In November or December 1982, Colonel York requested an exception to the above stated policy (Enclosure 6). The District Engineer also pointed out that their budgetary guidance required justification for access facilities based on the Service's management needs in lieu of recreational benefits. It is my understanding a decision as to an exception has not been made.

Without construction of at least five of the eight planned access facilities within Felsenthal NWR, the overall operation and management capability of the refuge will be severely impaired. Of particular significance are the adverse impacts to our forest management program, especially from the standpoint of fire suppression, prescribed burning, timber harvest, and beaver control. Another primary operational concern involves preclusion of access for enforcement personnel required to reduce and/or eliminate off-road vehicle use (and associated environmental degradation), an existing public use that is contrary to Departmental and Service policy. Our fishery management program will also be adversely impacted without improved access. Finally, without these facilities, much needed public recreational access, something that has been planned and promised for a long time, would not be available. Enclosure 7 presents the location and justification for the five facilities referenced above.

At this time, the Service has no funding available or programmed for construction of public access recreational facilities on Felsenthal NWR. In this regard, we continue to fully support the Corps' present policy-exception request for development of public recreational facilities in accord with the Ouachita-Black Rivers Master Plan for Recreational Development and Resource Management.

Additionally, we are hopeful that the two off-refuge recreational sites identified in Enclosure 4 (Crossett Harbor and Grand Marais Lake) will be developed by the Corps and operated by private interests. Finally, in conjunction with operational requirements for Felsenthal Lock and Dam, we encourage the Corps to allow for water access and full development of the Felsenthal Lock and Dam Recreational Site.

In summary, allow me to emphasize two points. First, in keeping with established policy, the Corps and the Service planned for and anticipated extensive recreational development of the Felsenthal NWR complex. We did this in good faith and in conformance with existing Federal Water Resource Development policies. Currently, the Corps is nearing completion of the Felsenthal Lock and Dam and are within sight of the impoundment of a permanent pool and the temporary waterfowl management pool. These pools will offer tremendous recreational opportunities, provided suitable access is made available. Unfortunately, neither agency is in a position to provide the near-term access facilities necessary for either Refuge operation and management or public recreation.

I appreciate your interest in this matter. If we can be of further assistance please call on us.

Sincerely yours,

Walter O. Stieglitz

Acting Regional Director

Briefly I want to discuss just a few things. One that I know most of you are interested in is hunting. I think Mr. Wilson has already explained that we have various kinds of hunting on National Wildlife Refuges. There will be deer hunting, certainly, squirrel hunting,and at the time there is a sufficient supply of waterfowl a certain portion of the area will be open to water fowl hunting.

Fishing will be in accordance with state law and will be year round except it may be necessary during the open waterfowl shooting season to close and maybe for other periods of time to close certain areas for resting purposes. Ducks are very vulnerable to being distrubed and moved out of an area. In some cases,depending on a situation, we may find it necessary to close a portion of the Refuge for a short period during the winter months.

Mr. Wilson has pretty well covered the other types of recreation uses that are available. This extends to people just watching wildlife to groups coming to the Refuge for various purposes. Facilities are provided for this; trails, roads, observations and so forth. The refuge is not for waterfowl alone, it is to serve a broad spectrum of wildlife, including endangered species.

Concerning management, one of the principal management tools that will be applied to the land, in addition to the fluctuation of the water, will be timber management. The timber resource will be managed in accordance with good timber management practices giving primary emphasis to the wildlife resource. One of the principal values is the hardwood timber, in this area, the Oak and others that produce hard fruits. We hope that the wildlife conservation pool will serve as a green timber reservoir for the entire area but it may be necessary to make some subcompartments here. We will not know this until we make some further studies.

On every National Wildlife Refuge, once they are acquired, we go through a rather intensive planning effort and from that will come a brochure that will pretty much pinpoint the time, the extent and the nature of the developments.

Mr. Wilson has already mentioned that we will have a Refuge Headquarters on the site. (Pointing to the map) That will be the approximate location. For the immediate future we will not maintain our office building out there but will maintain an office in some surrounding town.

Some of the other kinds of developments that we plan are access, boat ramps, some kind of concession type operation where people can buy fishing supplies and rent boats, and so forth. Right now the logical place for this type of concession would be where Highway 82 crosses the river. This is a logical point being as it is centrally located.

I want to touch on one other thing. This has to do with revenue sharing. When these lands are turned over to the Bureau the counties involved will be eligible for certain revenues. This can be based on 3/4 of 1% annually of the appraised value of the land or it can be 25% of the sales from

Slide XXXII - Fishing at the White River Refuge.

Slide XXXIII - Commercial fishing is also allowed on the refuges.

Slide XXXIV - A program set up for young people interested in learning about nature conservation. This is for young men between the ages of 17 and 20 years old who want to learn and can make some money at the same time.

Slide XXXV - A group of bird watchers.

Slide XXXVI - A family outing.

Slide XXXVII - A tour for the public at Piedmont Refuge in Georgia.

Slide XXXVIII - A group of the American Forestry Association.

Slide XXXIX - A biology class on a field trip.

Slide XL - Typical boundary marker.

Slide XLI - The last slide is a picture of a sunset on the refuge.

Mr. Givens: Thank you, Mr. Wilson. I think this will give some idea of the multitude of activities and some of the programs we have on National Wildlife Refuges.

I don't want to take up too much of your time and burden you with too much information but I want you to know what to expect when the Felsenthal Refuge is established.

Before I go any further, I would like to refer to the map. Colonel Rees mentioned the Fish and Wildlife Conservation Pool which will be between elevation 65 and 70. That area covered is shown in orange. This will be the extent of this pool. The yellow is the outline of the new permanent navagation pool. The other symbols are the blue which is the present permanent pool and the green is the timber that will be left once the clearing and the cutting is done in the new navagation pool. Of course this timber will be lost to flooding. The plan is that sometime in October we will start raising that water level gradually. This makes food available for migratory waterfowl and this is about the time of the year that waterfowl start moving into this part of the country. It will be raised on up until it reaches the maximum 70 foot level. It will be held there during the winter months until sometime during the month of February when it will be lowered again as we will be able to. Of course floods in other areas will affect this but under normal conditions it will be lowered back to the 65 foot level for the summer months.

where you are familiar with it.--The site at Hwy. 82 on the east--Jack--this is a proposed site, a combination campground, to be constructed by the Corps of Engineers, operated by the Corps and maintained by the Corps. In conjunction with this, there will be other recreational facilities and a five lane boat ramp. This will probably be on the south side of Hwy. 82 in the Crossett Harbor, proposed Crossett Harbor area. Coming south from that there is there is a proposed site at Mud Slough. Now each of these launching sites will have a boat ramp, a gravel access road, restroom facilities, and adequate parking lot. And again the sites are being constructed by the Corps as a part of the project. The Mud Slough site--the Mud Lake site, will be one ramp with two lanes. The Pine Island site will be one ramp with 5 lanes. The Felsenthal Lock site, now this located on Corps property, at the lock site on the western side of the Ouachita River, one ramp five lanes. Felsenthal Town site--this would be located north of town and west of the lock launching site and would be on Corps property. This would have one ramp and five lanes. Additional facilities would include a permanent campground, restrooms, drinking fountains, adequate access roads and an access channel. The Shallow Lake site would be one ramp, 5 lanes. A boat access channel would need to be constructed there. The Shallow Lake site was discussed in some detail at the other meeting and I think our first proposal at that meeting was it would be further up , probably on a point, and this was one site affected that would need some engineering done on and it was the contoured slope of the land and such made a better location further down. And again, these sites are such that engineering is going to have to determine will have to be the final determining factor on the sites. I neglected to mention that the Mud Lake site would also have a boat access channel. Jones Lake - one ramp, two lanes. St. Mary's Lake or Hoop Lake - one ramp, two lanes. Perogeethe Lake- one ramp, two lanes. Eagle Lake - one ramp, two lanes. Gouledge Island - one ramp, two lanes. Gouledge is one that is be some variation in the exact location. Some of them may not be developed to the point that we would like. The sights will all have, we haven't come up with ~~exactly~~ an exact number of parking area per boat ramp or boat lane but we do want adequate parking. And we do want reasonable access. At the same time, it is impractible to try to build enough boat ramps and enough parking area to accommodate the whole world on that rush 4th of July weekend, so there may still be some times when there is a littl bit crowding, but just from straight economics there is no way this can be avoided. ~~The~~ We'll start on Hwy. 82 on the east side of the refuge. The sight would be probably south of the highway on the area that has been reserved for the Crossett Harbor Development and this would be a sight that the COE would construct and maintain a campground. In addition, there would be a boat launching ramp with 5 lanes. Going down the Bradley Tram Road south to Mud Lake, there would a ramp with 2 lanes. All the ramps would have parking, they would have toilet facilities. I won't go into that any more. Going further south to Pine Island, near the eastern end of the Lock and Dam but still on the eastern side of the lake one ramp with 5 lanes. The Lock & Dam sight itself ~~without access~~ with access from the west side. This would be located Corp property and would have one ramp with 5 lanes. Somewhere in the north edge of the town of Felsental a sight would be selected with a campground operated, constructed ~~and operated by the Corp~~ operated and maintained by the Corp. In addition there would be a boat ramp with 5 lanes. Coming north toward hwy 82, Shallow Lake, one ramp with 5 lanes. Coming on north of Hwy 82, to Jones Lake would be a one ramp with 2 lanes. And then the connecting road into St. Mary's or Hoop Lake with one ramp and 2 lanes. Going on up the corner, Pereogeethe Lake is located east of the Ouachita River, one ram two lanes. Eagle Lake ... one ramp, two lanes. Gouledge Island, with access by road from Hwy. 82. There are no public roads coming ~~there~~ in there directly from the east side so this one is going to take some rather estensive road work. We hope it will pro practical. ~~The~~ It would be one ramp, two lanes. Now when we are saying ramps and whe we are saying roads, you are thinking, the first thoughts are fishing or but we are mor than fishing. There is hunting, there is bird watching, there is plain getting out

PUBLIC INFORMATION SUMMARY—OUACHITA-BLACK RIVERS MASTER PLAN

Purpose

The purpose of the Ouachita-Black Rivers Master Plan is to provide guidance to ensure proper recreational resource development, protection, operation, and management of the Ouachita-Black Rivers Navigation Project.

Authority

The authority to develop master plans for public use development and resource management is contained in Engineering Regulation 1120-2-400, dated 12 February 1976.

Existing Sites

The 17 existing recreational sites along the Ouachita-Black Rivers satisfied most of the recreation demand at the time the sites were constructed. However, the sites are now experiencing increased use and do not meet current recreational needs. Included among the deficiencies are camping and picnic facilities and boat-launching ramps.

In light of these deficiencies, the Corps reevaluated the existing recreational facilities along the Ouachita-Black Rivers and prepared a master plan for developing and managing all Corps recreational resources along the rivers.

The factors which affect development include natural, physiographic, biological, and manmade resources. Each factor was first considered separately, and then as a part of the total development plan. The interrelationships of these resources, the limitations they may impose, and the potential qualities they may have bear directly upon the formulation of resource use objectives.

Site Analysis

An analysis of the 17 existing recreational sites along the Ouachita-Black Rivers was made to ensure that planning efforts are based upon a rational decisionmaking procedure. Guidelines were established to provide for adequate recreational facilities, facilitate project maintenance, and enhance the existing resources. Consideration was given to the size of the sites and the terrain, accessibility, population distributions, and visitor use.

Corps Policies

The Corps goal is to provide the public with optimum sustained use and enjoyment of all its projects' resources, consistent with their carrying capacity and esthetic values. To do this, the following Corps policies have been established:

-Preserve important ecological, esthetic, and cultural values of our national heritage.

-Conserve natural resources.

-Manage the project resources so as to restore, maintain, and enhance the environment in terms of its productivity, variety, beauty, and other measures of quality.

-Create new opportunities for the public, including not only water recreation, but also activities using natural, historical, archeological, and esthetic resources of the project.

-Provide interpretive facilities to acquaint the public with their relationship to the environment.

-Assist in the fulfillment of comprehensive state or regional recreation plans. NURSERY POND ?

Resource Use Objectives

In accordance with these policies and guidelines, the following resource use objectives were established:

-Develop all recreational facilities to be compatible with the environment.

-Obtain maximum wildlife benefits from all project lands.

-Initiate soil rebuilding and protection programs.

-Provide interpretive facilities.

-Design all sites to optimum carrying capacity.

-Develop facilities for the handicapped.

-Maintain the scenic quality and esthetic values of the project.

Recreation Trends and Needs

In recent years, numerous studies conducted by governmental and private groups have indicated that the demand for most types of recreational experiences will continue to increase. The Ouachita-Black Rivers Draft Master Plan indicates the same user trends. The 17 existing recreational sites in Louisiana increased in visitation by approximately 300,000 between 1975 and 1978. This increase reflects the demand for additional facilities throughout the length of the rivers.

Analysis of these use trends, visitation projections, related highway systems, population concentrations, river access conveniences, and type of existing use revealed the following needs:

1. Additional boat-launching ramps at certain locations.

2. Additional camping facilities.

3. Additional picnic facilities at specific locations.

4. Facilities at the Felsenthal and Calion pools.

Plan of Development

The Corps of Engineers proposes to expand recreational facilities at 14 of the 17 existing sites and to construct 12 new sites along the Ouachita-Black Rivers. A thirteenth new site, Sandy Beach, at Camden, is currently under construction and is scheduled to be completed this year. No additional facilities are proposed for the existing Forsythe Point and Lazarre Point recreation sites. When construction is completed, there will be a total of 30 recreational sites along the Ouachita-Black Rivers from the Jonesville, Louisiana, area to Camden, Arkansas. Twenty-one of these sites will be administered by the Corps, five by the U. S. Fish and Wildlife Service, and four by local authorities.

Proposed improvements for the 14 existing sites in Louisiana are listed below:

1. Alabama Landing (to be renamed Finch Bayou) - additional picnic units, an amphitheater, and camping units.

2. Sterlington Landing - development as a day-use area.

3. Bayou D'Arbonne - pave the existing gravel road in the camping area and provide water hydrants and drinking fountains.

4. Moon Lake - additional day-use facilities and modification to improve the basic design of the site.

5. Bawcomville - additional day-use facilities, including a children's play area.

6. Prairion Bayou - additional picnic unit and a camping area.

7. Riverton - additional day-use facilities, including a children's play area.

8. Columbia Lock and Dam - for the west bank, which will be the largest Corps-administered recreational site along the Ouachita-Black Rivers, expansion will include a 200-unit camping area, a boat-launching ramp into the upper pool, a visitor contact station, a children's play area, comfort stations, showers, a swimming beach, an amphitheater and a sanitary disposal station. On the east bank, the existing nature trail will be upgraded to function as an interpretive facility.

9. Columbia Landing - expansion of the existing parking areas.

10. Fort Necessity - camping and day-use facilities.

11. Harrisonburg Landing - development as a day-use area.

12. Jonesville Landing - revegetation and landscaping.

13. Archie-Little River - development as a day-use area.

14. West Bank Jonesville Lock and Dam - revegetation.

Recreational sites in Louisiana to be constructed and administered by the Corps are as follows:

1. East Bank Jonesville Lock and Dam - to be located on the left bank adjacent to the lock and dam. Proposed facilities include a 2-lane boat-launching ramp into the lower pool, a parking area, and a comfort station.

2. Catahoula Lake - to be located adjacent to the Catahoula Diversion Channel. Proposed facilities include two 2-lane boat-launching ramps, a parking area, and a comfort station.

Recreational sites in Arkansas to be constructed and administered by the Corps are:

1. Calion Lock and Dam - located on the right bank adjacent to the new lock and dam. Proposed facilities include picnic units, picnic shelters, two children's play areas, and a 2-lane boat-launching ramp into the lower pool. A revegetation program will also be established.

2. Old Calion Lock and Dam No. 8 - located at the site of Lock and Dam No. 8. Proposed facilities include a 2-lane boat-launching ramp into the upper pool, a comfort station and picnic units.

3. Felsenthal Lock and Dam - located on the right bank adjacent to the new lock and dam. Proposed facilities include a 5-lane boat-launching ramp into the upper pool, picnic units, a parking area, and a comfort station.

4. Old Felsenthal Lock and Dam No. 6 - Located at the site of Lock and Dam No. 6. Proposed facilities include a 2-lane boat-launching ramp into the lower pool, picnic units, a swimming beach, and a comfort station.

The following sites in Arkansas are to be constructed by the Corps and leased to local authorities for operation and maintenance: ← Note!

1. Sandy Beach - Under construction in Camden. Facilities will include picnic units, an overlook, comfort stations, and a 5-lane boat-launching ramp.

2. Crossett Harbor - Proposed facilities include a 5-lane boat-launching ramp, picnic units, camping units, and a comfort station.

Sites to be constructed in the Felsenthal National Wildlife Refuge and administered by the U. S. Fish and Wildlife Service are:

Black Slough

Shallow Lake

Jones Lake

Pereogeethe

Eagle Lake

Facilities at each of these sites will be limited to a 2-lane boat-launching ramp, a parking area and a comfort station. All access roads to these sites, within the refuge boundary, will be constructed by the Corps of Engineers.

EXISTING RECREATION FACILITIES
OUACHITA-BLACK RIVERS

Site	Flush Comfort Stations	Vault Comfort Stations	Picnic Shelters	Boat-Launch Ramps	No. Launch Lanes	Picnic Tables	Camping Units	Swimming Beach	Car Parking Spaces	Car/Trailer Spaces	Miles Paved Roads	Miles Gravel Roads	Play Areas
Alabama	0	1	0	1	2	8	0	1	0	26	.2	.1	0
Sterlington	0	0	0	1	3	10	0	0	11	33	.5	0	0
Bayou D'Arbonne	1	0	0	1	2	8	6	0	8	17	.2	.3	0
Moon Lake	1	0	0	1	2	8	0	0	17	37	.3	.5	0
Forsythe Point	2	0	1	1	5	56	0	0	22	95	1.5	1.4	0
Lazarre Point	1	0	0	1	5	20	0	1	26	44	1.6	0	0
Bawcomville	1	0	0	1	3	10	0	0	4	52	.8	.2	0
Prairion Bayou	0	1	0	1	2	8	0	0	5	20	.1	.3	0
Riverton	0	0	0	1	3	4	0	1	5	30	.15	.1	0
Columbia Lock and Dam(E)	1	0	1	1	3	8	0	0	6	14	.9	1.1	0
Columbia Lock and Dam(W)	1	0	0	0	0	0	0	0	26	0	.4	0	0
Columbia Landing	1	0	0	1	5	20	0	0	13	33	.13	0	0
Fort Necessity	0	1	0	1	2	10	0	0	10	33	.2	.1	0
Harrisonburg	0	0	0	1	3	0	0	0	24	29	.1	.1	0
Clayton	1	0	0	1	2	8	0	0	12	25	.5	0	0
Jonesville Landing	1	0	0	1	3	21	0	0	15	30	.1	0	0
Little River	0	0	0	2	4	0	0	0	5	54	0	.25	0
Jonesville Lock and Dam(E)	0	0	0	0	0	0	0	0	0	0	0	.4	0
Jonesville Lock and Dam(W)	1	0	1	1	2	8	0	0	14	20	1.4	0	0
Catahoula	0	0	0	0	0	0	0	0	20	0	0	1.1	0
Lock and Dam No. 6	0	0	0	0	0	0	0	0	0	0	0	.3	0
Lock and Dam No. 8	0	0	0	0	0	0	0	0	0	0	0	1.0	0
Sandy Beach*	2	0	1	1	5	33	0	0	58	34	.2	0	1
Total	14	3	4	19	56	240	6	3	301	626	10.00	7.25	1

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* Under construction.

PROPOSED RECREATIONAL FACILITIES - OUACHITA-BLACK RIVERS

	Flush Comfort Stations	Vault Comfort Stations	Chemical Comfort Stations	8-Unit Picnic Shelters	Boat Launch Ramps	Launch Lanes	Picnic Tables	Camping Units	Swimming Beach	Car Parking Spaces	Car/ Trailer Spaces	Amphitheater	Play Areas	Wash-houses
Alabama Landing	1	0	0	0	0	0	6	10	0	12	0	1	0	0
Sterlington	1	0	0	1	0	0	20	0	0	24	0	0	0	0
Bayou D'Arbonne	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moon Lake	0	0	0	0	0	0	6	0	0	22	0	0	0	0
Bawcomville	0	0	0	0	0	0	5	0	0	25	0	0	1	0
Prairion,Bayou	0	0	0	0	0	0	5	10	0	24	0	0	0	0
Riverton	1	0	0	0	0	0	8	0	0	20	0	0	0	0
Columbia Lock&Dam(E)	4	0	0	0	1	2	10	200	1	70	30	0	0	2
Columbia Lock&Dam(W)	0	0	0	0	0	0	0	0	0	10	0	0	0	0
Columbia Landing	0	0	0	0	0	0	0	0	0	10	10	0	0	0
Fort Necessity	1	0	0	0	0	0	0	10	0	0	0	0	0	0
Harrisonburg Landing	1	0	0	1	0	0	10	0	0	20	0	0	1	0
Clayton Landing	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Flush Comfort Stations	Vault Comfort Stations	Chemical Comfort Stations	8-Unit Picnic Shelters	Boat Launch Ramps	Launch Lanes	Picnic Tables	Camping Units	Swimming Beach	Car Parking Spaces	Car/Trailer Spaces	Amphitheater	Play Areas	Wash-houses
Jonesville Landing	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Archie-Little River	1	0	0	0	0	0	12	0	0	0	0	0	0	0
Catahoula Lake	0	0	1	0	2	2	0	0	0	0	30	0	0	0
Jonesville Lock&Dam(E)	0	0	1	0	1	2	0	0	0	30	0	0	0	0
Jonesville Lock&Dam(W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Callon Lock & Dam	2	0	0	1	1	2	35	0	0	63	40	0	2	0
Lock & Dam No. 8	1	0	0	0	1	2	6	0	0	10	30	0	0	0
Felsenthal Lock & Dam	1	0	0	1	1	5	8	0	0	20	65	0	0	0
Lock & Dam No. 6	1	0	0	0	1	2	12	0	1	36	30	0	0	0
Crossett Harbor Recreation Site	1	0	0	1	1	5	30	50	2	60	65	0	0	0
Total Proposed	16	0	2	5	9	22	173	280	2	456	300	1	4	2
Total Existing	14	3	0	4	19	56	240	6	3	301	626	0	1	0
TOTAL	30	3*	2	9	28	78	413	286	5	757	926	1	5	2

* To be deleted

COST ESTIMATES FOR DEVELOPMENT OF RECREATIONAL FACILITIES
U.S. ARMY CORPS OF ENGINEERS - VICKSBURG DISTRICT
(Shown in Tables 11-1 through 11-26 in the 1981 Ouachita-Black Rivers Design Memorandum)

SITE	COST ESTIMATE	PAGE REFERENCE TO CORPS MANUAL
Felsenthal Lock & Dam Recreational Site	$886,000	11-19
Felsenthal Fish Nursery Pond	86,000	11-19
Mud Lake Access Site	335,000	11-20
Pine Island Access Site	815,000	11-20
Shallow Lake Access Site	457,000	11-21
Hoop Lake Access Site	386,000	11-21
Eagle Lake Access Site	262,000	11-22
Gouledge Lake Access Site	446,000	11-22
Jones Lake Access Site	442,000	11-23
Pereogeethe Lake Access Site	202,000	11-23
Crossett Harbor Recreational Site	2,941,000	11-24
Grand Marais Lake Recreational Site	2,029,000	11-25
TOTAL ESTIMATED COST DEVELOPMENT	9,287,000	

GARRISON DIVERSION UNIT, NORTH DAKOTA—OPPOSITION

STATEMENT OF FRANCIS LIPSCOMB, REPRESENTING THE NATIONAL AUDUBON SOCIETY

Senator HUDDLESTON. Francis Lipscomb, representing the National Audubon Society. Glad to have you with us.

Mr. LIPSCOMB. Thank you, sir.

On behalf of the 500,000 members of the National Audubon Society, let me state our strong opposition to continued funding for several projects in the fiscal year 1984 budget request, including the Garrison diversion unit in North Dakota, the O'Neill unit in Nebraska, and the Tennessee-Tombigbee Waterway. I am pleased to note, however, that a process has begun in Nebraska on the O'Neill project whereby most of the interested parties are engaged in discussion, deliberation, and debate over mutually accepted alternatives to that project.

Unfortunately, the situation at the Garrison diversion unit is less encouraging. We would like very much to see the same sort of process taking place in North Dakota with serious discussions of alternatives to the present project. It would be an important step forward in resolving the Garrison issue if this committee were to earmark Bureau of Reclamation money to be spent on the development of alternative projects which meet present day 1984 needs of the State of North Dakota and which do not pose the same serious environmental and international problems as does the present project.

We urge this committee to place a moratorium on the construction of the project, particularly such project features as Lonetree Reservoir which is scheduled for construction this year and which is located in the Hudson Bay watershed, until an alternative can be developed.

There seems to be growing sentiment in North Dakota that it is time to look at alternatives to the present project. In the November elections, for the first time in history, three individuals--all highly critical of the project—were elected to the Garrison Conservancy District Board. Several citizens were elected to the North Dakota Legislature running on anti-Garrison platform.

The Bismarck Tribune, formerly a supporter of the project, took the greatest editorial stance in December and called for deauthorization of the project and a review for alternative water resource projects for the State. I will submit a copy of that editorial for the record.

[The information follows:]

[From the Bismarck (N. Dak.) Tribune, Dec. 26, 1982]

GARRISON PROJECT CHANGE NEEDED

It's time to take a good, hard look at Garrison Diversion.

It almost doesn't matter that Garrison survived a recent House-Senate conference committee test.

Clearly, Garrison has lost political support in the House, which, only five days before the conference committee met, voted to cut funds 252–152.

The project is not likely to recoup much House support in the foreseeable future.

At the very best, Garrison's promoters will be able to work lose crumbs for funds. At the worst, Garrison won't be so lucky next time.

But Congress isn't Garrison's only problem.

Aside from Congress, Garrison still finds:

—Stronger Canadian opposition than ever, based on fears of harm to Manitoba's fishing industry.

—Opposition from environmental groups, who aren't likely to ease their stands on water development in North Dakota unless they perceive a better shake for wildlife and wetlands.

—Renewed opposition by North Dakota farmers to a wildlife mitigation plan. Many landowners see Garrison as a project that takes from one set of farmers and gives to another, and many believe there is too much land in public ownership now.

The point is, as constituted, the Garrison plan continues to meet objections at every turn.

It has been nearly 30 years since Garrison Dam was completed, and this state still has no water project. At that rate, no living North Dakotan will see a completed project.

Garrison's supporters have stuck to their guns, long past the time they should have tried to compromise and get a project moving forward, and it is time we faced political realities.

We should also realize that, more important than a specific water project outlining a certain number and location of acres, Garrison Diversion is an idea.

The idea is this: North Dakota has all this water in one place, doing itself little good. The best thing to do is to move that water and put it to better use.

The idea always has been and still is sound, and the idea should be implemented.

Furthermore, North Dakota has a right to a water project for agreeing to flood out more than half a million acres to create Lake Sakakawee and prevent flooding of downstream states.

But, that doesn't mean the state has a right to this particular project. It means the state has a right to compensation by whatever project or projects are acceptable to a wide array of interests.

For years, this newspaper has supported the authorized project in its editorials, believing that the 250,000-acre project was good and merely the first phase of a much bigger water plan.

Thus, it is no small step for us to urge that the current project be deauthorized and a project more palatable to the political powers that be, as well as to our own farmers, be authorized instead.

> The reason we've come to this conclusion is that it's time to make measureable progress on a water project for North Dakota, rather than continue to get very little.
>
> What is an acceptable alternative?
>
> We can't say for sure. That's something to be planned out by our State Water Commission and the Bureau of Reclamation.
>
> But here are some ideas:
>
> If we agree to deauthorize Garrison, perhaps the feds would finance a municipal and industrial water pipeline project, not only for the southwest area of the state, but for the eastern part as well.
>
> Even that project would not fully compensate for flooding the Missouri River bottomlands.
>
> The state should push, then, for federal financing of some of the items in the huge 1983 State Water Plan the Water Commission is presenting to the Legislature.
>
> Let's come up with something everyone can agree on and do it. Having some water project is a whole lot better than sticking to a principle and having none.
>
> Our politicians should show the leadership required and admit that big changes are needed for this state to get the uses it deserves out of its water.

Mr. LIPSCOMB. All of this is to say there is a climate developing in North Dakota for discussing alternatives. This subcommittee can play an influential role in getting those discussions started, and I hope you will do so. The Garrison project will cost in excess of $1 million, according to the Bureau's own figures. The so-called benefits merit close scrutiny. One of the stated benefits is the Garrison unit will supply water to towns and cities in the project area. An engineering firm in Colorado surveyed those towns and found that the communities had found Garrison water will be too costly and they have already developed alternative water supplies to meet their needs.

It is uncertain whether Garrison water will even be made available to them. This is not to say there are no communities in North Dakota who need municipal water. The State has identified some communities and has developed recommendations under their own State plan called the southwest pipeline project plan and 1983 State water plan. But this is not the Garrison unit plan. In fact, funding for the State plan has been stalled in the State legislature because of emphasis on building Garrison.

From the preliminary work that we have done at the National Audubon Society, we are convinced that the water needs of North Dakota can be met without causing the environmental and international problems that Garrison does. But without some impetus from Congress, I fear the Bureau will not look at alternative projects to meet North Dakota's needs.

There remains a major question also in North Dakota as to whether or not they need to build another massive irrigation project at a time when we are faced with a depressed farm economy and large surplus crops. To switch from dry land to irrigation farming not only requires new crops, new knowledge, and new techniques, but a great deal of money, and I wonder how many farmers can make that kind of investment at this time.

I want to empahsize, too, the wildlife impact of the project. It will destroy over 60,000 acres of prairie wetlands and damage another 13,000 acres. A dozen national wildlife refuges in North and South Dakota, as well as Federal waterfowl production areas and wetland easements and State game management areas will also be adversely affected. North Dakota is one of the richest, most productive waterfowl areas in the country. It is on the central flyway of North America. The laws of wildlife cannot be confined to North Dakota borders alone. It will ripple up and down the country and into Canada.

You will undoubtedly hear that wildlife losses can be mitigated. There is a new mitigation plan that is being distributed in bits and pieces at this point. This mitigation plan, the first stage we have seen, moves drmatically away from the wetlands restoration and replacement concept to one of intensive management, which is going to cost a lot of money and require a much larger influx of personnel. And during the budget cutbacks in Interior at this point, we do not think this kind of money and personnel commitment will be forthcoming.

If it isn't, the proposed mitigation plan will be a sham. I urge this committee to earmark funds for mitigation and to place a moratorium on the funding project construction until a mitigation plan acceptable to Congress and adequately funded is in place.

The Bureau is now saying that it is going to build the Garrison in phases. We asked an independent consultant, Wright Water Engineers of Denver, to do an economic analysis of phase 1 and in their report they found that by spending almost 60 percent of the original cost on the project they will be able to irrigate only 34 percent of the land. Phase 1 will not be able to stand alone on its economic merits.

In addition, phase 1 itself involves construction of major project features in the Hudson Bay watershed. There is no clear guarantees these features can be self-contained or constructed in such a way to prevent transfer of Missouri River waters and foreign biota into the Hudson Bay watershed. It poses a great potential harm to Canada and it is very costly from an economic and environmental standpoint.

A canal, however, can be substituted for the large open reservoir and such a canal would adequately serve the phase 1 area. Such alternatives as this designed to protect Canadian in rests and wildlife interest must be examined before the construction goes forward. There are many problems—envionmental, international, and economic—with the Garrison project as it is currently designed and being constructed.

We believe it is time to take a hard, objective review of Garrison to determine if alternatives can be developed which do not result in the major problems caused by this project. As long as Garrison, however, is being funded and construction is going forward, there is no real impetus for this review.

In conclusion, we ask for the following specific actions: To delete the $22.3 million fiscal year 1984 request and disapprove any requests for reprograming of moneys for the project. At the same time, earmark for the Bureau to examine and develop alternatives to the Garrison Project.

We request that the Bureau look at the feasibility and economics of the present phase 1 as it stands alone. And immediately we ask that there be a moratorium placed on project construction and land acquisition until a mitigation plan is approved by Congress. Immediately we ask, also, that a moratorium be placed on construction on of the Lonetree Reservoir until alternatives to that reservoir are examined, the possible Canadian impact are fully addressed, and the construction plans are agreed to by Canada.

Thank you for your consideration.

Senator HUDDLESTON. Thank you very much.

Of course, the committee is aware that this has been one of the more controversial projects. I guess we look to the elected officials to give us some guidance along the way, but we will certainly take into account the views you have expressed.

I might note that Mr. Russell Peterson has joined us at the hearing. He is president of the National Audubon Society.

I say, Mr. Peterson, you have been very well represented in your presentation.

Our last witness this morning is Edward Osann.

FEDERAL WATER RESOURCES PROGRAMS

STATEMENT OF EDWARD OSANN, DIRECTOR, WATER RESOURCES PROGRAM, NATIONAL WILDLIFE FEDERATION

Mr. OSANN. Thank you, Mr. Chairman.

I have a statement that is about four pages in length. I won't attempt to read it.

In fact, I don't anticipate taking a full 5 minutes.

Mr. Chairman, the views of the National Wildlife Federation are a variety of controversial water projects, both by the Corps of Engineers and Bureau of Reclamation, and they are fairly well known to the committee. I am not going to take time this morning to enumerate our concerns over the fiscal year 1984 budget here, but we would like an opportunity to submit that into the record.

I would just like to call the committee's attention to a project that we are interested in supporting. We haven't had occasion to come to this committee too often in the past to support a Corps of Engineers' project, but we have identified an opportunity we think is worthy of and subject to attention.

KANKAKEE RIVER BASIN, ILLINOIS

I preface my remarks about the Kankakee River project by saying that over the decades now we have had several years worth of experience in planning water development projects under principles and standards, and I, and others close to this program, would view that we are seeing some progress in the evolution of the production for planning and evaluating Federal water projects. The simplistic solutions of years ago and decades ago are being augmented now by a wide variety of tools, both structural and nonstructural. As the tools are expanded, so are the capabilities and purposes that water development projects serve.

CHARLES RIVER PROJECT, MASSACHUSETTS

There are several projects that come to mind. The Charles River project, which is now complete and functioning in Massachusetts, and the Atchafalaya basin in Louisiana, in which the ranking member of this subcommittee has considerable interest. These demonstrate the value of environmental quality and we very much regret Secretary Watt and his administration saw fit to advise and repeal the principles and standards and to eliminate environmental quality as a planning objective.

With regard to the Kankakee River, this is an opportunity to restore some of the natural processes to a river that at one time constituted a tremendous natural resource and was completely channelized approximately 50 years ago and now provides drainage to one of the most productive and cultural areas in this particular State.

The Corps of Engineers has an authorized study which has been dormant for a good number of years, and we urge the committee to consider reactivating the study, funding it at a rate of $200,000 for fiscal year 1984, and we thoroughly support the concept of cost sharing on studies that the Assistant Secretary of the Army has been advocating and would urge the local project's sponsors of the Kankakee River Basin Commission to cost share any money obligated by the Congress and obligated by the Corps.

Considerable work has been done in taking a look at the Kankakee River. In 1976, a report was prepared by several State and Federal agencies which recommended a multipurpose plan with a wide variety of features. I have attached a synopsis of the findings and conclusions of the 1976 Kankakee River report to my statement. The local sponsor in the area, the Kankakee River Basin Commission, had proposed a locally funded project simply to clear the snag portion of the river. This proposal was rejected, and we feel rightfully so, by the Corps of Engineers last month. Section 10 permit was denied.

The Corps found granting of the permit would not be in the public interest. The local project was found not to be economically feasible. Several environmental costs were identified. However, we are confident that the Corps of Engineers can bring to this area considerable skill in plan formulation and development and we call your attention to and urge your consideration of funding the study in this area.

Senator HUDDLESTON. Thank you very much.

Has the plan you are advocating been publicized in the local area; has the general public had a chance to react to it?

Mr. OSANN. Yes, it has some years ago. There were a couple of components of—the plan itself was not self-executed. There has been an SCS small watershed project since that time and one of the counties in the eight-county area developed a county park.

Senator HUDDLESTON. Thank you very much.

[The statement follows:]

STATEMENT OF EDWARD R. OSANN, DIRECTOR, WATER RESOURCES PROGRAM, NATIONAL WILDLIFE FEDERATION

My name is Edward Osann. I am the Director of the National Wildlife Federation's Water Resources Program. The Federation, with over 4.2 million members and supporters nationwide, is America's largest conservation organization. During the past decade alone, our membership has adopted more than 50 resolutions establishing Federation policy on various aspects of water resource conservation and development. The Federation and its affiliates have a history of working with state officials and the Federal construction agencies to resolve differences over water projects or policies. We have commented on scores of projects; we have litigated numerous times as well, in those instances where earlier efforts to resolve differences have failed. We have committed substantial time and effort to the initial development--and now the defense--of the Water Resources Council's procedures for the planning and evaluation of Federal water projects. We have strongly supported legislative efforts, on both appropriations and authorizations, to redirect the Federal water resources development program.

In the past, our appeals to this committee have not been very persuasive. I will not attempt to enumerate all of our concerns with specific water resource projects this year. But I would like to use this brief time to address a project that may be of interest to the committee:

The Kankakee River Basin

A New Opportunity

As the planning procedures used by the Corps of Engineers have improved in recent years, a wider array of tools for coping with water resource problems are now available. The simplistic features of the past--dams, dredging, and drainage--can now be augmented by a sophisticated range of structural and non-structural measures. Our appreciation of the economic contribution of natural processes has grown, as well. Some innovative projects are coming on line which, we believe, illustrate the wisdom embodied in the original Principles and Standards of 1973, which designated national economic development and environmental quality as coequal planning objectives. I'm speaking of projects such as the Charles River Natural Valley Storage project, Massachusetts; the Atchafalaya Basin project, Lousiana; and, a little less far along, the Kissimmee River restoration project, Florida. In northern Indiana, the Kankakee River represents a similar opportunity for this new direction in water resource planning.

The Resource

The Kankakee River in Indiana was channelized decades ago, while the river in Illinois follows a natural meander. The original Kankakee floodplain in Indiana, called the Grand Marsh, once included some 400,000 acres of wetlands in a band ranging from 3 to 5 miles wide. By 1918, channelization had reduced the 250 miles of natural river to a ditch 82 miles long. River banks have remained relatively undisturbed since that time.

About 30,000 acres of the original Grand Marsh remain today. The area is highly valued by sportsmen, and the state of Indiana maintains 3 fish and wildlife areas along the river. Banks of the channelized river are now heavily grown with trees. Fishing is considered very good.

In Illinois, the river meanders through a relatively undisturbed marsh, the Momence Wetlands, and on to a deep water area, the Six Mile Pool, behind a low dam at Kankakee. Fishing is considered excellent and water quality is high. This portion of the Kankakee is judged the highest quality aquatic habitat in the state, with respect to species diversity and diversity of habitat types.

The Threat

The Kankakee River Basin Commission, an Indiana agency made up of County Surveyors, Commissioners, and Conservation District Directors from the eight northwestern counties, proposes a clearing and snagging project intended to improve agricultural drainage. KRBC applied for a "Section 10" permit for this work from the Corps of Engineers. The KRBC project would involve the removal of some 23,000 trees along 71 miles of the river, and the removal of snags from the river channel itself. This work was to take 5 years, and would be paid for by funds appropriated by the Indiana General Assembly. Individual county drainage boards would be responsible for letting contracts for work in their county. The Indiana Department of Natural Resources will be responsible for the work on state property.

The U.S. Fish and Wildlife Service has repeatedly expressed serious concern that the KRBC project would have substantial adverse effects on the environment, particularly fish and wildlife resources. Both state and Federal agencies have found that the Kankakee River and its riparian zone provide high quality habitat for diverse species of wildlife and game fish. In this regard, the most significant findings of the Corps' Final Environmental Assessment were:

- The project will cause significant adverse impacts on the river fishery. The very snags that KRBC wants to remove are the most productive game fish habitat in the river, by far.
- The project will adversely affect many species of wildlife, especially cavity nesting birds such as swallows, owls, and wood ducks. Others will suffer a loss of cover and food.
- The clearing and snagging would have significant impacts on two endangered species, the Indiana bat and the bald eagle.

Interestly enough, the Corps found that the KRBC project would not provide substantial flood control benefits and was not economically feasible. Last month, the North Central Division Engineer, General Smith, concluded that issuance of the Section 10 permit is not in the overall public interest.

The Alternative

The KRBC permit application places this region at an historic fork in the road. On the one hand is the limited view of the Kankakee River as a drainage ditch, exemplified by the clearing and snagging project. An alternative course, however, would be a comprehensive look at all the resource needs in the basin: wildlife management, recreation access, groundwater management, and erosion control, as well as flood control. Conservationists recognize the Kankakee Basin as one of the most productive agricultural areas in the Midwest. We are not unmindful of the need to maintain a viable farm economy. But the KRBC project is neither an efficient nor an effective means to this end.

There is an alternative, however. The Corps of Engineers has an authorized study of the Kankakee Basin presently in a deferred status. This basin study could be reactivated, with particular attention placed upon updating and improving the 1976 report produced jointly by the U.S. Geological Survey, the Soil Conservation Service, and the Indiana Department of Natural Resources, which recommended what came to be known as the "Wide Levee Plan." Using the Principles and Standards for planning and evaluating Federal water projects, the 1976 report recommended set-back levees along 49 miles of river that would accommodate annual flooding and a restoration of wildlife and fisheries habitat. (See ATTACHMENT for all 13 components of the 1976 plan.) The report was not self-executing, however, and with the exception of the establishment of a Lake County park and the initiation of one SCS small watershed project, virtually nothing has been done. The 1976 plan embodied trade-offs and compromises at that time. It may not be all that NWF would want in a new river management scheme. However, it is a good point of departure for the preparation of a new feasibility report by the Corps.

Our Request

On behalf of both the Indiana Wildlife Federation and the Illinois Wildlife Federation, I urge the subcommittee to consider an appropriation of $200,000 for FY 84 to reactivate the Corps' Kankakee Basin study. Funds that the commission was prepared to commit to the clearing and snagging project should be available as a non-Federal share of the study's cost, consistent with the Reagan Administration's desire for greater local participation in the funding of water resource projects. We would fully support the insistance of the Secretary of the Army on non-Federal cost-sharing on a matching basis prior to the commitment of Federal funds.

The choice is clear: collaborative resource planning on the one hand, or continued controversy and stalemate on the other. We make this proposal without illusion. The Kankakee River in Indiana is far from "pristine." Our alternatives do not require vast parks or wilderness areas, but rather a more judicious mix of public and private resource management. Restoring the Kankakee to a working river is a truly historic undertaking, to which the National Wildlife Federation and its affiliates are pleased to contribute.

Thank you for this opportunity to present these views.

ATTACHMENT

Findings & Conclusions
Report on Kankakee River Basin, Indiana
November 1976

In accordance with the Water Resources Council's "Principles and Standards for Planning Water and Related Land Resources" two alternatives were developed to satisfy problems and needs identified with the National Economic Development and Environmental Quality objectives. Elements (some at different levels of development) from these two alternatives were combined to form three additional alternatives which include specific actions to help meet both objectives.

The following combination of plan elements was formulated as a "Suggested Plan":

1. Channel work for flood control and drainage on 259 miles of 13 selected tributary streams and 26 miles of the upper Kankakee River Main Stem with levees along 49 miles of the Kankakee River from U.S. Route 30 downstream to U.S. Route 41.
2. Amend or adopt flood plain zoning ordinances, building codes, and similar regulations for all identified flood prone areas in the Basin and permit eligibility for flood insurance.
3. Accelerate land treatment program by installing conservation measures to adequately treat about 426,400 acres of cropland, grassland and forest land.
4. Accelerate land treatment program by installation of on-farm drainage systems to adequately treat 247,500 acres of existing cropland.
5. Develop about 2,700 acres of county parks and 1,500 acres of regional parks near or adjacent to water areas to satisfy a variety of recreational needs.
6. Develop a riverside recreational area on about 450 acres along the Kankakee River in Lake County.
7. Provide public access for canoeing on 112 miles of the Kankakee, Yellow and Iroquois rivers.
8. Develop about 20 miles of bridle trails along the Iroquois River.
9. Establish about 37 miles of trails for bicycling, hiking and nature walks along the Kankakee River, between the river and natural areas, and from the river or natural areas to urban centers.
10. Implement land use changes on 12,650 acres to bring the use of the land within its sustained agricultural capabilities.
11. Establish program to protect the natural, aesthetic, and wildlife values of about 5,000 acres of classified wetlands.
12. Establish program to protect about 100,000 acres of woodland in its natural habitat.
13. Establish program to protect, enhance, and maintain the wildlife and fisheries habitat along 254 miles of stream.

The total cost for installing the suggested plan is estimated to be approximately $124,739,000. In terms of national economic development, the average annual benefits are estimated to be $11,609,800 with an average annual cost (adverse effects) of $8,168,200. The overall average annual net beneficial effects is $3,441,600 .

PREPARED STATEMENT

Senator HUDDLESTON. The subcommittee has also received a prepared statement from the executive director of the Great Lakes Commission, Mr. James Fish.

Without objection, that statement will be incorporated in the record at this point.

[The statement follows:]

STATEMENT OF JAMES FISH, EXECUTIVE DIRECTOR, GREAT LAKES COMMISSION

I am James Fish, Executive Director of the Great Lakes Commission. I am pleased to provide today's statement funding support for civil works programs of the U.S. Army Corps of Engineers in the Great Lakes region. My statement includes general support of the budgeted civil works programs, identification of several projects which our respective member states identified for special support, and projects of special interest to all states.

As an opening reference to my remarks I am providing you with a descriptive statement of the Great Lakes Commission.

The Great Lakes Commission

The Great Lakes Commission is an interstate compact commission comprised of gubernatorially appointed and legislatively mandated representatives of the eight Great Lakes states (Illinois, Indiana, Michigan, Minnesota, New York, Ohio, Pennsylvania and Wisconsin). The Commission was established in 1955 under state statutes and granted U.S. Congressional consent in 1968. The Commission is funded solely and determinately by these eight states; there is no federal funding. The Great Lakes Basin Compact, enabling legislation for the Commission directs it to: "promote the orderly, integrated, and comprehensive development, use, and conservation of the water resources of the Great Lakes basin." The Commission pursues this mandate via information sharing among member states, coordination of state positions on regional issues, and advocacy of those positions on which the states agree. The Commission addresses a wide range of economic development, transportation and resource management issues facing the Great Lakes states. The Commission works closely with governors and legislators offices, municipal, state and federal agencies, interstate organizations, private sector firms and associations, universities and colleges and individual citizens.

The Great Lakes

The Great Lakes are the largest body of fresh surface water in the world, and are the second largest freshwater body in terms of volume in the world. They are the greatest environmental and economic asset which bless this continent. The Great Lakes Commission has not and will not stand by and permit environmental or economic destruction of this asset through misuse -- through enactment of discriminatory or negative legislation -- or through outright neglect on the part of the federal government. We believe in the wise use and development of this asset. As with any asset -- financial or resource -- water must be both protected and used in our regional and national economy if we are to continue to prosper as a country.

Great Lakes Projects

My statement on water project funding two years ago began with a report on the general feelings expressed by the Great Lakes water development community. At that time, they saw major projects and programs going forward in the Southwest and very little happening in the Great Lakes area. Little has changed from that time. While water managers and elected leaders in the Midwest would not deny development to any other area, there continues to be frustration over the minimum activity in the Midwest.

The one bright spot was action by Congress at the end of the last Session eliminating the construction debt from the St. Lawrence Seaway. We in the Great Lakes region applaud this action and compliment the members of Congress who finally recognized that equity was not being served by singling out one waterway for different treatment than all the rest in the nation. There remains, however, the need to consider U.S. St. Lawrence Seaway tolls as we move forward in discussions on national waterway user charges. If national waterway user charges are to be adopted by the Congress, then due consideration ought to be given to recognizing the contribution that Great Lakes-St. Lawrence Seaway users have made to the U.S. Treasury over the past 22 years.

I have attached a listing of the U.S. Army Corps of Engineers' budget (General Investigations, Construction, and Operation and Maintenance) supported by the Great Lakes states. All projects identified in that listing have been supported by the respective Great Lakes states. I will not detail it in this testimony, nor do I necessarily expect it to be included in the record of this hearing. It is submitted for use by the members of the Committee and your staff as you proceed in your scheduled markup. You may be assured that during the course of your hearing you will receive specific testimony from Great Lakes states. Already, I know that New York, Ohio and Illinois plan to submit written testimony.

I have also included a listing of additional projects supported by the respective Great Lakes states. I call your attention to this supplemental list because it represents activities above and beyond the Administration's budget proposal. Each of these projects have significant interest for the respective states. They see considerable benefits in the initiation of these studies and construction projects and urge your support for them.

There are several areas of the proposed budget that should be emphasized. First, operations and maintenance at approximately 66.9% of the Great Lakes area budget represents the largest category of outlay in the system. This expenditure is critical to retain the investment already made by federal, state and local governments and, more importantly, by private industry which builds the shoreside port facilities in all of the nation's port and waterway areas.

Diked disposal funding is a major requirement in the Great Lakes system at 22.2% of the budget. This assures that polluted materials will be adequately managed over extended periods of time. Because diked disposal areas are primarily constructed to serve existing projects, they are also an operations and maintenance expenditure, bringing the overall O&M costs in the Great Lakes region to 89.1% of the total requested budget.

I call this to your attention because it does not compare favorably with the national program. Nationally, general investigations represent 4.9% of the proposed budget, construction represents 44.0%, and operations and maintenance represents 51.1%. I urge that you compare this to Great Lakes figures where general investigations are 5.4%, new construction is 5.5% and operations and maintenance are 89.1%.

This disparity to the Great Lakes system leave many in the region to intensify their concern about the national approach to water management, water policy and program coordination. Simply put, water personnel -- navigation, flood control, shoreline managers and general water managers -- find it hard to believe that our water problems are so much different than the other parts of the nation that these disparities in funding should occur.

In this testimony, I wanted to call your attention to several study efforts which have been urged upon the Congress and the Great Lakes Commission by all states.

1. Connecting channels and harbor studies - Poe Lock Duplication. The connecting channels and harbor study has been ongoing in the Great Lakes for over ten years. At the current time, several recommendations are being processed in the last stage of study activity. Plans for duplicating the Poe Lock at Sault Ste. Marie, Michigan have received a great deal of attention. The Great Lakes Commission, the Great Lakes Task Force, and many other groups have urged that this study be expedited. The Poe Lock, 1,250 feet by 115 feet, is the only Soo lock capable of handling 1,000-foot super carriers, carrying ores and fossil fuels from the mines and harbors of Lake Superior to the mills and utilities of the lower lakes. It has been pointed out on several occasions that a collision, a terrorist-type sabotage effort or simple mechanical failure of the Poe could have alarming implications for our nation. If such a failure should occur during a period of international tension, the defense production capabilities of the nation would be substantially reduced. The Corps of Engineers has reported that, "in addition to economic feasibility there is a justification for a second large lock

at the Soo on the basis of national defense... and to reduce the dependency of the U.S. vessels on only the continuous operation of the existing Poe Lock."

This year, 1983, locks at Sault Ste. Marie were to open at midnight, Tuesday, March 29. However, they did not. Traffic could not begin to move until 9:00 a.m. Tuesday, due to a malfunctioning valve on the Poe Lock. Vessels were waiting.

The delay of 1983 was a short one. Nine hours is not a bad wait for a vessel -- although it cost money. The question is - what if it had been a total valve failure rather than only a malfunction. We urge expedited processing of the Soo Lock study.

2. Additional Locks - St. Lawrence Seaway Study. There is general support in the Great Lakes states for expediting the St. Lawrence Seaway Additional Locks Study. The concerns expressed by the State of New York that environmental studies be covered in any funding are also supported. I bring this to your attention because there appears to have been some confusion regarding this project in Congress last session, due to a lack of action on the part of Great Lakes representatives.

3. Corps equipment. We have been informed that the Army Corps of Engineers program of decommissioning dredges may impact Great Lakes operations and maintenance activities. Information has reached the Commission that the dredges Markum and Heinz are scheduled for decommissioning. These two vessels are self-propelled suction dredges. Great Lakes port interests have indicated that they support the concept of transferring Corps dredging activities to private operators, but caution that private operators must exist to fill the need. Any decommissioning activity, especially of unique equipment, should be conditioned by the proven availability of private operators willing to perform the functions previously performed by the Corps of Engineers.

Mr. Chairman, you have our recommendation. If we can provide additional information, today or at a later date, do not hesitate to ask. We are prepared to respond.

GREAT LAKES BASIN CIVIL WORKS PROGRAM FY 1984

STATE RECOMMENDED ADDITIONS TO ADMINISTRATION BUDGET

ILLINOIS

Survey Studies	FY 84 Budget Request
Ill. Shore of Lake Michigan-Waukegan to Wisc. Harbor of Refuge Study	$ 170,000
Ill. Shoreline Erosion-Lake Michigan	440,000
North Branch Chicago River(Flood Water Management Plan)	150,000
Lake Michigan Diversion (Measurement & Accounting)	250.000

Also emphasized the need for funding the Chicago River dredging and disposal area facilities

Operations & Maintenance	
Chicago Harbor & River	4,000,000
Chicago Harbor	700,000
Chicago River	

INDIANA

Flood Damage Prevention Surveys	
Fort Wayne Metro Area	80,000
Little Calumet River Basin	35,000

Operations and Maintenance	
Indiana Harbor	21,000
Michigan City Harbor	21,000

Diked Disposal Areas	
Indiana Harbor, Ind.	400,000

Comments and recommendations as follows:

Fort Wayne

The magnitude ofthe 1982 flood is indicative of flooding problem in Fort Wayne. Funding would assure completion of flood damage prevention studies initiated by the Corps. Authorization and funding is recommended.

Little Calumet River

The situation on Little Calumet River is considered the worst urban flooding problem in the State of Indiana. Authorization and funding for construction is recommended.

Indiana Harbor

Indiana Harbor requires dredging to allow continued passage of commercial boat traffic. The harbor is important to the economy of the State of Indiana. Authorization and funding is recommended.

Michigan City Harbor

Michigan City Harbor requires dredging to allow continued passage of boat traffic. The harbor is important to the economy of the State of Indiana. Authorization and funding is recommended.

MICHIGAN

Michigan urges restudy of the Port of Monroe confined disposal facilities on expedited basis. Estimated costs for the existing planned confined disposal areas are excessive and alternate sites must be identified.

OHIO

Cleveland Metro Zoo Flood Control project (the study of this project has been reviewed by the Board of Engineers, Rivers & Harbors, and is essential ready to go.) Total estimated costs are approximately $16 million. First construction costs to start the project are necessary.

Geneva State Park Shoreline Erosion Control Study (and adjoining shoreline) $300,000 estimated study costs. A committee resolution was passed in the House Public Works Committee fall 1982.

Maumee Bay State Park Shoreline Protection Project. Estimated cost $10.396 million. Authorization legislation has been introduced in the House of Representatives.

NEW YORK

Lake Ontario Shoreline Protection Study (flood control) $500,000

Genesse Basin Study (flood protection, mitigation of stream back erosion and review of hydroelectric potential at existing projects) $100,000

Port Ontario Harbor (construction) - Harbor of Refuge and offshore erosion protection) $4.6 million.

Lake Erie to Hudson Waterway Study (navigation study) $250,000
(New York State Dept of Transportation to provide $100,000 of total cost)

PENNSYLVANIA

Presque Isle Breakwater Project (advance engineering and design) $850,000

WISCONSIN

Advance Engineering & Design

Navigation Projects

Green Bay, Wisconsin - According to John Seefeldt, Port Director, the 1962 Green Bay Modification Project (Ft. Howard Turning Basin) acutally has been allocated $75,000 for 1983 andplanning is underway. This is not reflected in the GLC figures. The GLC should support Corps efforts to move this projet quickly through the planning phase and into construction.

Diked Disposal Areas

Pensaukee - Pensaukee is no longer eligible for confined disposal facility (CDF) construction under Sec. 123. EPA has determined that the dredged materials are unpolluted.

Operations & Maintenance

Wisconsin - Add Pensaukee in FY 1984. Accoridng to the Corps Kewaunee office, no channel remains. Local/state/federal agencies have agreed to meet this spring to identify a disposal site. Pensaukee is a major fishing port -- Waterborne Commerce of the United States shows 4.690 tons of fish moved through the port in 1979 and 1,295 tons in 1980.

The combined FY 1983 and FY 1984 oprations and maintenance activities in Wisconsin will clear up a backlog of dredging problems.

GREAT LAKES BASIN CIVIL WORKS PROGRAM, FY 1983 AND FY 1984

FY 1983 BUDGET REQUEST, FY 1983 WORK ALLOWANCE AND FY 1984 BUDGET REQUEST

Note: Work Allowance is the amount assigned to a project under
Congress' Continuing Resolution H.J. Res. 631 - P.L. 97-377

- Regional and State Projects -
Figures in parenthesis indicate number of projects in each budget category

	FY 1983 Budget Request	FY 1983 Work Allowance	FY 1984 Budget Request
Total for Great Lakes	$ 84,188,000 (67)	$ 80,384,000 (108)	$ 80,993,000 (108)
Construction, Planning & Study Projects	12,881,000 (19)	11,086,000 (20)	$ 8,703,000 (18)
Construction	7,850,000 (5)	6,250,000 (5)	4,450,000 (4)
Advance Eng. & Design	225,000 (3)	185,000 (3)	255,000 (2)
General Investigations	4,806,000 (11)	4,651,000 (12)	3,998,000 (12)
Operations & Maintenance	47,743,000 (42)	46,196,000 (69)	53,706,000 (76)
Diked Disposal Areas	23,564,000 (6)	23,102,000 (19)	18,584,000 (14)
Construction			
Navigation Projects	2,065,000 (2)	1,165,000 (2)	110,000 (1)
Irondequoit Bay, N.Y.	-0-	-0-	110,000
Cattaraugus harbor, N.Y.	1,750,000	850,000	-0-
West Harbor, Ohio	315,00	315,000	-0-
Flood Control Projects	4,685,000 (2)	3,985,000 (2)	3,100,000 (2)
Saginaw River, Mich.	2,385,000	1,685,000	-0-
Ellicott Creek, N.Y.	-0-	-0-	600,000
Point Place (Toledo), Ohio	2,300,000	2,300,000	2,500,000
Beach Erosion Projects	1,100,000 (1)	1,100,000 (1)	1,240,000 (1)
Presque Isle (Erie), Pa.	1,100,000	1,100,000	1,240,000
Advance Engineering & Design			
Navigation Projects	50,000 (1)	50,000 (1)	85,000 (1)
Geneva-on-the-Lake, Ohio	50,000	50,000	-0-
Green Bay, Wis.	-0-	-0-	85,000
Flood Control Projects	175,000 (2)	135,000 (1)	170,000 (1)
Lower Clinton River, Mich.	85,000	45,000	-0-
Reno Beach area, Ohio	90,000	90,000	170,000
General Investigations			
Navigation Surveys	2,525,000 (5)	2,400,000 (5)	1,910,000 (4)
Connecting Channels	925,000	915,000	1,250,000
Seaway locks improvement	500,000	440,000	200,000
Buffalo harbor, N.Y.	500,000	500,000	335,000
Cleveland harbor, Ohio	275,000	220,000	125,000
Lorain harbor, Ohio	325,000	325,000	-0-
Flood Damage Prevention Surveys	2,281,000 (6)	2,251,000 (7)	2,088,000 (8)
Great Lakes Metro areas	219,000	179,000	380,000
South end of Lake Michigan	100,000	100,000	140,000
Chicago Underflow Plan, Ill.	1,300,000	1,235,000	865,000
Fort Wayne Metro area, Ind.	-0-	-0-	80,000
Little Calumet River basin, Ind.	-0-	75,000	35,000
Saginaw River basin, Mich.	142,000	142,000	260,000
Oswego River basin, N.Y.	450,000	450,000	175,000
Cuyahoga River basin, Ohio	70,000	70,000	153,000
Operations & Maintenance	47,743,000 (42)	46,196,000 (69)	53,706,000 (76)
Connecting waterways: St. Marys, St. Clair & Detroit rivers, Lake St. Clair & Str. of Mackinac	19,280,000 (6)	17,867,000 (5)	17,657,000 (4)
Illinois	120,000 (1)	420,000 (4)	754,000 (2)
Indiana	-0- (0)	20,000 (2)	21,000 (1)
Michigan	4,442,000 (17)	8,775,000 (31)	9,700,000 (40)
Minnesota	-0- (0)	369,000 (3)	21,000 (1)
Minnesota-Wisconsin	2,358,000 (1)	1,798,000 (1)	2,171,000 (1)
New York	2,507,000 (3)	3,386,000 (4)	4,460,000 (4)
Ohio	15,538,000 (8)	8,844,000 (8)	13,460,000 (8)
Pennsylvania	-0- (0)	34,000 (1)	635,000 (1)
Wisconsin	3,498,000 (6)	4,683,000 (10)	4,827,000 (14)

Diked Disposal Areas	23,564,000 (6)	23,102,000 (19)	18,584,000 (14)
Calumet River & harbor, Ill.	7,500,000	4,970,000	4,000,000
Chicago River, Ill.	1,350,000	1,811,000	770,000
Chicago harbor, Ill.	1,300,000	1,661,000	700,000
Waukegan harbor, Ill.	27,000	100,000	659,000
Indiana Harbor, Ind.	220,000	500,000	400,000
Big Bay harbor, Mich.	-0-	17,000	-0-
Clinton River, Mich.	-0-	78,000	-0-
Detroit River, Mich.	-0-	-0-	829,000
Frankfort harbor, Mich.	-0-	10,000	-0-
Inland Route, Mich.	-0-	27,000	-0-
Keweenaw Waterway, Mich.	-0-	30,000	-0-
Menominee harbor, Mich.	-0-	30,000	84,000
Monroe harbor, Mich.	13,167,000	13,128,000	9,000,000
Rouge River, Mich.	-0-	-0-	334,000
Saginaw River, Mich.	-0-	114,000	238,000
St. Joseph harbor, Mich.	-0-	95,000	82,000
Ashtabula harbor, Mich.	-0-	300,000	1,400,000
Green Bay harbor, Wis.	-0-	107,000	81,000
Pensaukee harbor, Wis.	-0-	30,000	-0-
Sheboygan harbor, Wis.	-0-	66,000	-0-
Sturgeon Bay, Wis.	-0-	28,000	7,000

GREAT LAKES BASIN CIVIL WORKS PROGRAM FY 1983 AND FY 1984

OPERATION AND MAINTENANCE ACTIVITIES

	FY 1983 Budget Request	FY 1983 Work Allowance	FY 1984 Budget Request
Total Operations & Maintenance	$ 47,743,000	$ 46,196,000	$ 53,706,000
Regional Waterways	19,280,000	17,867,000	17,657,000
Detroit River	8,130,000	7,025,000	5,286,000
Lake St. Clair	107,000	197,000	1,415,000
St. Clair River	1,145,000	1,643,000	1,948,000
St. Marys River	9,672,000	8,882,000	9,008,000
Straits of Mackinac	210,000	120,000	-0-
Grays Passage	16,000	-0-	-0-
Illinois	120,000	420,000	754,000
Calumet harbor & River	-0-	10,000	-0-
Chicago River	120,000	340,000	380,00
Chicago harbor	-0-	60,000	-0-
Waukegan harbor	-0-	10,000	374,000
Indiana	-0-	20,000	21,000
Burns Waterway	-0-	10,000	-0-
Indiana Harbor	-0-	10,000	-0-
Michigan City harbor	-0-	-0-	21,000
Michigan	4,442,000	8,775,000	9,700,000
Arcadia harbor	-0-	132,000	35,000
Au Sable harbor	-0-	-0-	19,000
Big Bay harbor	-0-	130,000	17,000
Black River harbor	-0-	11,000	17,000
Black River (Port Huron)	-0-	-0-	31,000
Charlevoix harbor	139,000	214,000	24,000
Cheboygan harbor	-0-	25,000	114,000
Clinton River harbor	-0-	-0-	26,000
Eagle harbor	-0-	119,000	17,000
Frankfort harbor	-0-	50,000	222,000
Grand Haven & Grand River	510,000	364,000	272,000
Grand Traverse Bay harbor	-0-	300,000	276,000
Hammond Bay harbor	-0-	-0-	39,000
Harbor Beach harbor	-0-	150,000	-0-
Harrisville harbor	-0-	-0-	34,000
Holland harbor	140,000	2,828,000	2,371,000
Inland Route	50,000	339,000	84,000
Keweenaw Waterway	396,000	620,000	52,000
Leland harbor	-0-	129,000	20,000
Lexington harbor	-0-	209,000	22,000
Little Lake harbor	-0-	199,000	46,000
Ludington harbor	185,000	44,000	464,000
Manistee harbor	39,000	85,000	290,000
Manistique harbor	-0-	99,000	22,000
Menminee harbor	38,000	38,000	568,000

Total Operations & Maintenance	FY 1983 Budget Request $ 47,743,000	FY 1983 Work Allowance $ 46,196,000	FY 1984 Budget Request $ 53,706,000
Monroe harbor	870,000	428,000	1,154,000
Muskegon harbor	292,000	207,000	556,000
New Buffalo harbor	-0-	-0-	67,000
Ontonagon harbor	162,000	95,000	42,000
Pentwater harbor	67,000	151,000	38,000
Point Lookout harbor	-0-	145,000	32,000
Port Austin harbor	-0-	-0-	21,000
Port Sanilac harbor	-0-	-0-	233,000
Presque Isle harbor	160,000	-0-	237,000
Rouge River	735,000	124,000	868,000
Saginaw River	-0-	880,000	143,000
Saugatuck harbor	232,000	232,000	38,000
Sebewaing River	32,000	32,000	20,000
South Haven	-0-	-0-	279,000
St. Joseph harbor	534,000	211,000	846,000
White Lake harbor	-0-	185,000	44,000
Minnesota	-0-	369,000	21,000
Grand Marais harbor	-0-	134,000	21,000
Knife River harbor	-0-	115,000	-0-
Two Harbors	-0-	120,000	-0-
Minnesota-Wisconsin	2,358,000	1,798,000	2,171,000
Duluth-Superior harbor	2,358,000	1,798,000	2,171,000
New York	2,507,000	3,386,000	4,460,000
Black River Channel	80,000	1,050,000	945,000
Buffalo harbor	1,862,000	1,748,000	2,220,000
Oswego harbor	565,000	500,000	390,000
Rochester harbor	-0-	88,000	905,000
Ohio	15,538,000	8,844,000	13,460,000
Ashtabula harbor	610,000	65,000	920,000
Cleveland harbor	6,870,000	4,661,000	4,740,000
Conneaut harbor	830,000	439,000	665,000
Fairport harbor	1,083,000	466,000	655,000
Huron harbor	565,000	367,000	915,000
Lorain harbor	1,585,000	1,668,000	1,240,000
Sandusky harbor	775,000	252,000	745,000
Toledo harbor	3,220,000	926,000	3,580,000
Pennsylvania	-0-	34,000	635,000
Erie	-0-	34,000	635,000
Wisconsin	3,498,000	4,683,000	4,827,000
Ashland harbor.	25,000	165,000	423,000
Fox River	402,000	2,230,000	826,000
Green Bay harbor	1,210,000	945,000	1,160,000
Kenosha harbor	-0-	-0-	173,000
Kewaunee harbor	1,051,000	165,000	519,000
Manitowoc harbor	133,000	133,000	419,000
Milwaukee harbor	677,000	610,000	553,000
Oconto harbor	-0-	-0-	21,000
Port Washington harbor	-0-	-0-	378,000
Port Wing harbor	-0-	149,000	19,000
Racine harbor	-0-	-0-	71,000
Saxon harbor	-0-	40,000	-0-
Sheboygan harbor	-0-	193,000	181,000
Sturgeon Bay harbor	-0-	53,000	57,000
Two Rivers harbor	-0-	-0-	27,000

SUBCOMMITTEE RECESS

Senator HUDDLESTON. The committee will certainly consider your suggestions.

I believe that completes our list of witnesses for this morning. The committtee then will stand in recess until 2 o'clock this afternoon.

[Whereupon, at 12 o'clock noon, the subcommittee was recessed, to reconvene at 2 p.m. the same day.]

(AFTERNOON SESSION, 2:20 P.M., WEDNESDAY, APRIL 6, 1983)

NONDEPARTMENTAL WITNESSES

HEARING PROCEDURE

Senator BURDICK [presiding]. The subcommittee will come to order. In the absence of the subcommittee chairman, Senator Hatfield, I have been asked to preside over today's session. Senator Hatfield expresses his regrets at not being here this afternoon. However, on behalf of Chairman Hatfield and the subcommittee, I want to welcome each of you to the hearing today.

We have a large number of witnesses who wish to be heard. Therefore, we ask there be some self-restraint on the part of everyone to hold oral testimony to a minimum in order that all of you who have requested an opportunity to testify may be heard. So in keeping with the subcommittee's wishes, I ask that the detailed prepared statements that each of you has worked out very carefully be submitted for the record where they will be carefully reviewed. That is the record the subcommittee will study in determining recommendations for the upcoming years. Also in this way, we will have a careful, detailed record so that anyone who is not present will be able to arrive at independent judgments. If witnesses will summarize or highlight the important points of their testimony, it will be most helpful.

Again, welcome. We now proceed with our first witness, Victoria Tschinkel, secretary, Florida Department of Environmental Regulation.

FLORIDA WATER RESOURCE DEVELOPMENT PROJECTS

STATEMENT OF VICTORIA TSCHINKEL, SECRETARY, FLORIDA DEPARTMENT OF ENVIRONMENTAL REGULATION

Ms. TSCHINKEL. Thank you very much, Mr. Chairman. I am Victoria Tschinkel, secretary of the Florida Department of Environmental Regulation. I am pleased to briefly present to you the State of Florida's water resource development program. I have submitted a copy of my testimony for the record and, also, Mr. Chairman, Florida presents a united public works program for the entire State and it is contained in this booklet along with diagrams, cost estimates, and so forth. We appeared before OMB with this booklet to prioritize the projects with OMB.

SUMMARY OF REQUEST

I am going to focus most of my testimony today on differences with the budget that came from the President rather than go through the entire request for you.

Included in the overall program are eight flood control projects. Of particular importance is the central and south Florida project which is in the President's budget; 14 navigation projects, including construction for the Port of Tampa and Port of Manatee and 11 beach erosion control projects.

Also included are five study projects in the area of environmental restoration and enhancement. Our total request, Mr. Chairman, is $81 million and includes a request for continued funding of the aquatic plant control program in Florida.

At this time, I think it would be appropriate for me to thank you and the entire subcommittee for you generosity in our previous appropriations process, and we very much appreciate this opportunity to present to you this program once again.

PORT CANAVERAL, FLA.

A few of our projects deserve special mention, as I described to you before. One is the Port Canaveral project which will substantially improve the capabilities of this important port on Florida's east-central coast. The project is not included in the President's 1984 budget even though it was funded in 1983 to begin construction of the deepening project. We strongly recommend that the $8 million needed to complete the project be appropriated in 1984.

Most of the projects that I am going to specifically mention to you today, which were not contained in the administration's request, were authorized and appropriated by you previously, and they are in the area of environmental management and enhancement.

SUWANNEE RIVER BASIN STUDY

There is a flood control project related to the Suwannee River basin study which is going to enable us to manage this flood plain in a relatively natural state and to develop it in an environmentally sensible manner so that future expensive flood control measures will not be necessary. In fact, the State of Florida is going to be contributing many millions of dollars, probably in the neighborhood of $20 million or more, to buy important flood plain areas along the Suwannee River and a number of our local counties all up and down the river. In fact, every local county up and down the Suwannee River has adopted flood control ordinances so that improper development will not occur, but we need the Corps of Engineers to complete the study that will help us to understand the river, its flood plain, and its hydrology. This is an extremely important project to the State of Florida.

KISSIMMEE RIVER STUDY

A second restoration probject which is in the President's budget is for the Kissimmee River Valley restoration which we support. One of our major goals is to broaden the scope of Federal participation in water resources development projects for the purpose of environmental restoration and enhancement to protect our water resources in the state which you know have been very heavily impacted through a proper development and management. This is particularly important as we increase in numbers where we have more and more stress on our environmental systems and water resources systems of Florida.

GOLDEN GATE ESTATES STUDY

The Golden Gate Estates redevelopment study would explore the feasibility of redistributing water over an area which has been overdrained by improper land development. This has caused drastic loss of fresh water unnecessarily into the Gulf of Mexico and it also diverted water from natural areas that need to have it.

In addition, it has caused improper flooding. The impact of it is to harm our estuaries, ruin several important marshlands, and we very much need to find a way to restore that area.

SIX MILE CYPRESS CREEK STUDY

In addition, we are asking for funds for the continuation of the restoration study for Six Mile Cypress Strand, which is an important natural area near Fort Myers. The local taxpayers there have voted on themselves a tax to buy the land. We are not asking the Federal Government to do that. We are simply asking the Federal Government to continue helping us to find out how best to manage this preserve. This also was funded and is not proposed to be funded at this time.

Additional funds are also requested for continuing a study of the Biscayne Bay and Dade County where previous Federal actions in dredging and management have somewhat disrupted the bay's hydrology as an aquatic preserve in Florida, and we would like to know some possible solutions to these projects.

As I said, Golden Gate Estates studies are authorized and previously funded. No funds were included for them in this year's budget by the administration.

FLOOD PLAIN MANAGEMENT ACTIVITIES

I would like to say that, in general, we are trying to emphasize flood plain management in Florida so that we can have development in flood-prone areas. We are trying to acquisition wetlands and flood plains and other flood damage prevention measures because we are going to have floods in Florida and will never be able to develop enough structures to protect the area, so we need to put the people in the right area.

In that regard, Florida has developed a Save Our Rivers program to purchase flood plain areas and natural water recharge areas around the State. It is a 10-year program and will raise $200 million for the acquisition of these important lands.

CROSS-FLORIDA BARGE CANAL

In conclusion, I would like to make a couple of comments, too. In our summary booklet, we have enclosed the recommendation of our Governor and Cabinet for the deauthorization of the Cross-Florida

Barge Canal, and we would once again like to bring that important matter to your attention. The Florida Legislature will consider means of reimbursing affected property owners for certain rights-of-way previously purchased should Congress act to deauthorize this project.

Late last summer, Congress added funds for the economic restudy of the barge canal. We are very disappointed that that was done and feel the money could be better used for more important Florida projects, projects enjoying the State's full support.

In closing—excuse me, Mr. Chairman, I have a Washington cold. I think I'll ask Mr. Bishop to complete our testimony.

Mr. BISHOP. Mr. Chairman, my name is Al Bishop, chief of the Bureau of Port Management in the Florida Department of Environmental Regulations.

FUNDING REDUCTIONS

The final point we would like to make is the President's budget has proposed reducing funding levels for Florida's projects sharply below the 1983 appropriations level. We also know that the decrease in the Army Corps of Engineers is something like 29 percent. We are disturbed at that. We would like to see the level of appropriations commensurate with the level that is included in our program booklet. We feel it adequately portrays a unified budget approach. The projects that are included have been carefully reviewed by our State and local agencies in Florida. We feel that they represent what the citizens of Florida do need to adequately protect the water resources.

We ask you favorable consideration of those levels of funding.

Ms. TSCHINKEL. Thank you, Mr. Chairman. If you have any questions, we will try to answer them.

Senator BURDICK. Senator Abdnor?

Senator ABDNOR. No questions.

Ms. TSCHINKEL. Thank you very much for your attention.

[The statement follows:]

STATEMENT OF VICTORIA TSCHINKEL, SECRETARY, FLORIDA DEPARTMENT OF ENVIRONMENTAL REGULATION

Mr. Chairman and members of the Subcommittee, I am Victoria Tschinkel, Secretary of the Florida Department of Environmental Regulation. I am pleased to be representing the State of Florida today as I present our Fiscal Year 1984 Florida Program for Water Resources Development. Governor Graham strongly supports this unified program, and it has been thoroughly reviewed by the State Resources Management Clearinghouse. Our program is summarized in a booklet that provides cost data, project descriptions, project justifications, and location maps for each of the projects composing the program. I am submitting copies of this booklet and my summary statement for the record.

Included in the Fiscal Year 1984 program are 8 flood control, 14 navigation, and 11 beach erosion control projects (either construction or general investigation studies). Also included are 5 study projects in the area of environmental restoration and enhancement. The total request for Florida's Public Works Program is $81,087,500 and includes a request for continued funding of the aquatic plant control program in Florida.

Flood Control

In the category of flood control, the Central and Southern Florida Flood Control Project and the Four River Basins Project are, by far, our largest. These projects are in the State's two largest urban areas, where water resources must be managed to keep pace with continued population growth and the needs of Florida's fragile natural environment. Full funding at the level indicated is necessary to meet program needs. As I am sure you have heard, South Florida has gone from a extreme drought in 1981 to damaging floods this past fall and winter. We have an urgent need for improvements in the Central and Southern Florida flood control system.

This project request also includes funding to initiate the recommended alternative for the Upper St. Johns River Basin, should the General Design Memorandum and Environmental Impact Statement be favorably reviewed. The St. Johns River Water Management District is the local sponsor of this portion of the Central and Southern Florida Project and has been developing with the Corps of Engineers a range of alternatives to deal with the complex problems in this basin. These alternatives have stressed the importance of non-structural solutions to water management problems and are designed to include consideration of the value of wetlands and other environmentally sensitive areas. Benefits from such an approach include enhanced water quality, recreation opportunities, fish and wildlife propagation, and agricultural land enhancement. Reestablishment of seasonal flooding would greatly enhance the ability of the marsh systems to cleanse the river.

The $4.5 million requested for the Four River Basins project are needed to continue multi-purpose development of the Lower Hillsborough Wilderness Park, to remove shoals from the Tampa Bypass Canal, and for further planning of a Lake Thonotosassa flood damage prevention project. This overall project is providing flood protection and water supplies for the Tampa Metropolitan Area. As a byproduct, 16,000 acres of wetlands and other ecologically valuable lands are being preserved for multiple uses.

Several water management studies are included in Florida's request. The Central and Southern Florida Water Supply Study is addressing problems where detailed planning is required to realize full water resource management benefits. The funds requested for the St. Marys River and the Suwannee River Basin Studies will allow study efforts that will provide information which is much needed to preserve and protect these major rivers.

These river basin studies will provide state, regional and local levels of government the information they must have to wisely manage floodplains, but they have not been included in the President's proposed budget. We are very concerned over OMB's failure to recommend appropriations for this type of project. Efforts like this are far less costly than later, remedial flood control works.

Navigation

In the area of navigation, Florida has requested FY 1984 construction funds for 5 major projects. The ongoing project to deepen Tampa Harbor to 43 feet is a major component of this program. With over 42 million tons of cargo moving through the facilities annually, this is Florida's largest port and handles more phosphate shipping than any other harbor in the world. Navigation funding would also allow needed deepening at Port Manatee and Port Canaveral and preconstruction planning for Ft. Pierce Harbor and Gulf Coast Passes.

The Port Canaveral Project deserves special mention. The project is not included in the President's FY 1984 budget, even though it was funded in FY 1983 and could be compelted in FY 1984. We strongly recommend that $8.0 be appropriated so that this important project can be completed.

Funding is also requested for continuing navigation feasibility studies for Mexico Beach Inlet, Miami Harbor, Port Boca Grande and Palm Beach Harbor. In addition, there are several requests for new studies, including Clearwater Spoil Disposal, Escambia River Channel, Jupiter Inlet, Port Canaveral, and Port Sutton.

The Florida Legislature recently funded a program to evaluate the spoil disposal problems now being faced by Florida's ports. This program will allow us to work closely with our Ports to find long-term solutions to these problems.

Beach Restoration

Beach erosion is a serious problem in Florida. We have more miles of coastline than any other state except Alaska and many of our beaches are seriously eroding. The opportunity to visit Florida beaches is a prime factor in our tourism industry. While beaches are recognized as dynamic systems constantly undergoing change, natural erosion from littoral currents and destructive storms has been severely aggravated by existing development and, ironically, by previous attempts to alter these erosional and depositional processes. Fortunately, Florida's program to establish standards and limitations for coastal construction is achieving beneficial results. However, the damage that has already been done must be corrected in order to provide protection from storm damages and to restore adequate recreational beaches for the millions of tourists who visit Florida each year.

Florida's request for FY 1984 funds contains 11 major beach erosion control projects. These beaches are located in Dade County, at Panama City in Bay County, in Broward County, Indian River County, Lee County, Pinellas County, Monroe County, Flagler County and Palm Beach County. We urge your support for all of these beach nourishment projects at the level requested.

Environmental Restoration and Enhancement

One of our major goals is to broaden the scope of Federal participation in water resources development projects to include the restoration and enhancement of water resources under severe environmental stress. Funds are requested to continue 4 previously funded efforts and to initiate 1 new study in FY 1984 which fall within this category. These environmental restoration and enhancement studies are particularly important to Florida. They provide the opportunity to correct previously destructive practices that threaten water and related resources in a state that depends directly on maintaining high environmental quality. We are still the fastest growing state in absolute numbers, and increasing demands are being placed on the very resources that bring many of the new residents and tourists to our state.

For the Kissimmee River Valley, the Governor and the Florida Legislature have requested that alternatives be examined for restoring this river, which was channelized during the 1960's for flood control purposes. Many square miles of wetlands were destroyed by this channelization and increased development stimulated by drainage has had an adverse effect on the water quality and general ecological stability of Lake Okeechobee. That lake serves directly and indirectly as the major source of drinking water for millions of residents and tourists in South Florida.

The Golden Gate Estates redevelopment study would explore the feasibility of redistributing water over an area which has been overdrained by improper land development. This will serve to restore marshlands, revitalize sports and commercial fisheries, and increase the area's depleted surface and groundwater suppiles. Funds for the continuation of the study of the Six Mile Cypress Strand, near Ft. Myers, will be used to examine means of restoring and preserving this area so that it can act as a natural buffer between the Ft. Myers area and a regional airport. This proposal has been developed with full support by local citizens, who have passed a referendum authorizing new taxes upon themselves in order to assist this restoration effort.

Additional funds are requested for continuing the study of Biscayne Bay in Dade County. This study would evaluate the cumulative effects of previous Federal construction activities in and around the bay and suggest possible solutions to bay problems. A related study of the need for consolidating shorelines in Biscayne Bay, to reduce turbidity problems, should be initiated in FY 1984.

Though the Six Mile Cypress Strand, Biscayne Bay and Golden Gate Estates Studies are authorized and previously funded, no funds were included for them in President Reagan's budget. We urge you to correct these omissions.

In relation to projects associated with floodprone areas, it is becoming increasingly apparent in Florida that non-structural approaches to floodplain management, where feasible, offer many advantages. By this I refer to floodplain zoning, acquisition of wetlands and floodplains, and other flood damage prevention measures. Non-structural floodplain management programs, in addition to preventing flood damage, serve to maintain environmental quality and conserve energy which would otherwise be required to construct and maintain public works.

We believe that Florida has taken the lead in programs for wise management of our natural resoures. Our recently enacted "Save Our Rivers" legislation is allowing us to purchase water management lands of vital importance to water supply, water quality and to fish and wildlife. Similarly, a "Save Our Coasts" program is allowing us to provide barrier islands with badly needed protection.

The final funding request is for funds to continue the State's removal and control of aquatic plants.

CONCLUDING REMARKS

Also included in our program booklet is an appendix which contains a resolution by Florida's Governor and Cabinet recommending deauthorization of the Cross Florida Barge Canal and Federal participation in restoring a portion of the already constructed works. The Florida Legislature will consider means of reimbursing affected property owners for certain rights-of-way previously purchased, should the Congress act to deauthorize this project.

Late last summer, in a FY 1982 supplemental appropriations bill, Congress added funds for an "economic restudy" of the Barge Canal. We believe that such appropriations would be better spent on projects enjoying Florida's full support.

Lastly, we are aware of the current efforts to balance the Federal budget. President Reagan's budget has proposed reducing funding for Florida projects sharply below FY 1983 appropriations. We also note that the President's budget proposes a twenty-nine percent decrease for the Army Corps of Engineers civil works functions while recommending a twenty-six percent increase for the Bureau of Reclamation. This seems to substantially disadvantage public works projects in the Eastern United States.

It is important to point out that the program which the State is presenting today represents what we consider to be our basic needs. In order to be included in our final program, projects must undergo an extensive review process by interested State and local agencies within Florida. We would urge you to bear this in mind as you consider areas to reduce spending. Should further clarification of the State's needs be necessary, please feel free to get in touch with us. Thank you.

RIVER AND HARBOR—FLOOD CONTROL—SHORE PROTECTION

Central and Southern Florida Flood Control Project
(Construction)

Estimated Federal Cost	$765,000,000
Estimated Non-Federal Cost	396,000,000
Federal Funds Through FY 83	269,056,400
President's Budget FY 84	11,100,000
Corps Probable Capabilities FY 84	11,100,000
State of Florida Request FY 84	11,100,000

Benefit-Cost Ratio: 1.9:1

Project Sponsor: South Florida Water Management District

Project Description:

The Central and Southern Florida Flood Control Project (C&SFFCP) is a massive system of water control works first authorized by Congress in 1947. The project area encompasses approximately 17,930 square miles over all or parts of 16 counties. Included in the project are levees, canals, water conservation areas, control structures and similar works designed to provide optimum conservation, management, and use of water resources. Authorized facilities include 39 pumping stations, 180 control and diversion structures, 850 miles of levees, 870 miles of canals, 25 navigation locks, and 58 railroad relocations.

The project components planned for construction during FY 84 include: protecting the Herbert Hoover Dike around Lake Okeechobee by revetment construction; and replacing control structures on C-51 with a new automatic control structure thereby reducing high operation and maintenance costs, preventing salt water intrusion, and allowing for optimum water levels in the canal.

Project Justification:

In the first half of this century, heavy seasonal rains combined on several occasions with the passage of hurricanes to cause extensive long-lasting flooding in South Florida. The C&SFFCP was the result of Federal and State responses to this flooding. The area also experiences periodic severe droughts, and the project includes increased storage and conservation of water and improved distribution of water throughout the project area. This expansion has acquired greater importance as a result of the extreme droughts of 1971 and 1981.

The population of South Florida continues to grow dramatically, and the potential benefits of both flood control and water conservation in the project area are increasing accordingly. The C&SFFCP is capable of providing the water management so badly needed by South Florida.

Four River Basins Project
(Construction)

Estimated Federal Cost	$197,000,000
Estimated Non-Federal Cost	123,100,000
Federal Funds Through FY 83	69,071,000
President's Budget FY 84	3,000,000
Corps Probable Capabilities FY 84	3,000,000
State of Florida Request FY 84	3,000,000

Benefit-Cost Ratio: 1.3:1

Project Sponsor: Southwest Florida Water Management District

Project Description:

The Four River Basins Project area covers 6,000 square miles in 14 counties of central and southwest Florida. The genesis of the project was three large floods in the west-central Florida area in 1959 and 1960, each flooding vast areas and causing extensive damage. The project has already provided substantial flood protection for west-central Florida, an area experiencing tremendous population growth.

The FY 84 funding request is for monies to continue work on the Lower Hillsborough Wilderness Park within the Lower Hillsborough Flood Detention Area, to remove construction-related shoals in the Tampa Bypass Canal, and to initiate construction of the Flint Creek Mitigation Project.

Project Justification:

The Lower Hillsborough Wilderness Park makes innovative use of one of the project's flood detention areas. It would provide valuable recreation opportunities to the Tampa Bay area without conflicting with the detention area's primary purpose. Removal of the shoals in the Tampa Bypass Canal would allow the canal to operate at design capacity and reduce potential flood damages in Tampa. Finally, work on the Flint Creek Mitigation Project will prevent property owners in the Lake Thonotosassa area from experiencing flood damages caused by the operation of the Lower Hillsborough Flood Detention Area.

Upper St. Johns River Basin Project
(Construction)

Estimated Federal Cost	Cost figures for this project are included in those for the Central and Southern Florida Flood Control Project
Estimated Non-Federal Cost	
Federal Funds Through FY 83	
President's Budget FY 84	
Corps Probable Capabilities FY 84	
State of Florida Request FY 84	

Project Sponsor: St. Johns River Water Management District

Project Description:

The project area in the Upper St. Johns River Basin in east central Florida encompasses some 2,000 square miles and consists of some 60 contributary subbasins. The previous overall Upper St. Johns Project Plan prepared in 1974 was unacceptable to the State, primarily for environmental reasons. The Corps of Engineers has since entered into an agreement with the local sponsor, the St. Johns River Water Management District (SJRWMD), to replan the project. A plan developed by the SJRWMD was adopted by its Governing Board on October 15, 1980, and then transmitted to the Corps for consideration.

The Corps of Engineers is now developing a draft General Design Memorandum (GDM) and Environmental Impact Statement (EIS) for the project. The funding requested for FY 84 would allow this detailed planning to continue. In addition, the funding would allow proposed modifications to L-73, a portion of the project completed prior to 1974, should the GDM and EIS be favorably reviewed in time.

Project Justification:

In the upper basin and downstream areas of the St. Johns, a lack of water during the dry season causes water quality problems and reduces wildlife values. This project would be designed to augment low flow conditions as necessary to help alleviate this problem. Flood control benefits and water supply benefits will principally accrue to the Upper St. Johns River Basin. However, partially regulated river stages and, therefore, flood control and water supply benefits, will be realized downstream of the project area. Water quality benefits and, therefore, diminished aquatic weed problems, will extend downstream from the project area as well. Fish and wildlife and public recreation benefits will be available to Florida's residents and visitors.

Central and Southern Florida Water Supply
(Study)

Estimated Federal Cost	$2,192,000
Estimated Non-Federal Cost	0
Federal Funds Through FY 83	1,792,000
President's Budget FY 84	400,000
Corps Probable Capabilities FY 84	400,000
State of Florida Request FY 84	400,000

Project Sponsor: South Florida Water Management District

Project History:

The ultimate purpose of this study is to develop alternative sources of water supply for use in south central Florida in order to augment the supply presently being furnished by the Central and Southern Florida Flood Control Project. The requested FY 84 funding would allow completion of the study. Some of this funding would be for a study of a specific augmentation program concerning deep aquifer storage and retrieval of stormwater runoff.

Project Justification:

Research and planning concerning the concept of deep aquifer storage and retrieval have reached the point where large scale experimentation is required. The results of studies to date, which indicate the potential for recovering significant quantities of water and potentially high efficiencies in comparison to other alternatives being investigated, are sufficiently encouraging to justify engineering cost and feasibility studies as proposed under this project.

The extreme drought in 1981, the worst since 1972, brought into sharp focus the importance of this project. Population growth projections are consistent in forecasting continued increases. This will place an unacceptable stress on water supply systems in South Florida unless alternate sources of potable water are developed.

Charlotte County Regional Water Supply
(Study)

Estimated Federal Cost	$400,000
Estimated Non-Federal Cost	0
Federal Funds Through FY 83	0
President's Budget FY 84	0
Corps Probable Capabilities FY 84	150,000
State of Florida Request FY 84	150,000

Project Sponsor: Southwest Florida Water Management District

Project Description:

This is a new proposal for a study of water supply alternatives in Charlotte and DeSoto Counties. The study was originated by the Charlotte County-Punta Gorda Planning Council. Such a study could help coordinate the water supply activities now being conducted by various agencies. The very high population growth rates of this area have generated concern about the adequacies of existing water supply plans. If funded, this study could evaluate alternative sources of water supply.

Project Justification:

The growth rate of southwest Florida is one of the highest in the U.S. The concerns of local government about the adequacies of water supplies have been growing. It was this type of concern that lead to the creation of the Peace River/Manasota Regional Water Supply Authority. This study should increase the technical data base available for use by Charlotte and Desoto Counties, the Regional Water Supply Authority, and others.

St. Marys River Basin Floodplain
(Study)

Estimated Federal Cost	$2,000,000
Estimated Non-Federal Cost	0
Federal Funds Through FY 83	0
President's Budget FY 84	0
Corps Probable Capabilities FY 84	500,000
State of Florida Request FY 84	500,000

Project Sponsor: St. Johns River Water Management District

Project Description:

The St. Johns River Water Management District has proposed a study to provide information necessary for proper floodplain management in the project area. The St. Marys River forms, for most of its length, the northeastern boundary of the State of Florida and drains about 1500 square miles. About 540 square miles of the basin are in Georgia.

The District hopes to obtain a wide variety of useful information from the study including compilation of existing data, identification of subbasin boundaries, delineation of floodways, topographic mapping of the floodplain, and the creation of a basinwide hydrologic model. This information will enable the District to develop a hydrologic model helpful in defining the hydrologic, hydraulic, economic and environmental characteristics of the St. Marys River floodplain under existing and future conditions.

Project Justification:

This study would significantly improve water resource planning and management in the St. Marys River Basin. The basin would benefit from the first water resource baseline study ever undertaken in it, and many future problems may be prevented. The hydrology of the river system would be better understood and management of the basin would be improved. Flood damages could be reduced and human lives saved. Also, environmental changes such as structural modification in the drainage system may be minimized by using the information gained in the study.

Suwannee River Basin Survey
(Study)

Estimated Federal Cost	$1,572,000
Estimated Non-Federal Cost	0
Federal Funds Through FY 83	430,000
President's Budget FY 84	0
Corps Probable Capabilities FY 84	600,000
State of Florida Request FY 84	600,000

Project Sponsor: Suwannee River Water Management District

Project Description:

This study is a part of a comprehensive program of floodplain management on the Suwannee River. The goal is to develop specific programs to minimize flood damages by using nonstructural methods. The requested funds would be used to develop and implement programs designed to protect recharge areas, protect surface and groundwater uses for water supply, irrigation, and pollution abatement, and to maximize environmental quality for fish and wildlife propagation. The study will also investigate programs on scenic quality, recreation, and small boat navigation for the Suwannee and its tributaries.

Recent related State actions include the redesignation of the Upper Suwannee River as an Outstanding Florida Water and the work of the Suwannee River Resource Planning and Management Committee. This committee was appointed by Governor Graham, and its work was instrumental in the adoption of a model floodplain ordinance by the counties in the Suwannee River Basin.

Project Justification:

Three floods of 100-year magnitude have occurred on the Suwannee over the past 35 years, and the 100-year flood level has been exceeded on about 50% of the river floodplain at least once since 1947. The Suwannee River Basin is projected to be one of the fastest growing areas of Florida, but floodplain management in the basin has historically been fragmented. All involved parties agree that identification, protection, and management of the river and its associated resources are essential. This study is contributing substantially to those goals. The study will help provide information needed to adequately protect the river and its floodplain resources. The study needs to progress without further delay due to increasing development pressure in the basin.

Withlacoochee River Regional Water Supply
(Study)

Estimated Federal Cost	$550,000
Estimated Non-Federal Cost	0
Federal Funds Through FY 83	350,000
President's Budget FY 84	0
Corps Probable Capabilities FY 84	150,000
State of Florida Request FY 84	150,000

Project Sponsor: Withlacoochee River Regional Water Supply Authority

Project Description:

This is a proposal for a continuation of an ongoing water supply study. The local sponsor proposes that the initial survey of water supply problems and solutions be carried to a finer level of detail and design. FY 84 funding would be used to continue the study.

Citrus and Hernando Counties, located within the Withlacoochee Regional Water Supply Authority region in west central Florida, were the two fastest growing counties in the State of Florida over the past decade. Citrus County is one of the fastest growing counties in the nation. The Withlacoochee region (Citrus, Hernando, Levy, Marion and Sumter Counties) grew in excess of 100% from 1970 to 1980, the only region in Florida to exceed a 100% growth rate. This rapid growth, which is projected to continue, relates directly to the need to ensure a consistently high quality source of water supply in the area.

Water quality problems have also been associated with the rapid growth of the region. Foremost among these is saltwater intrusion along coastal areas. In addition, significant adverse mineral content problems have been discovered in other areas of the region. Also, as a result of the rapid growth and development of the region, the potentiometric surface of the area's groundwater has been significantly lowered. The problems point to the need to develop a regional approach to the advance planning for and location of future sources of water supply for the area.

Project Justification:

This study would bring together the ongoing objectives of the Withlacoochee Regional Water Supply Authority and the overall objectives of the previously-completed Four River Basins Water Resources Management Study carried out by the Corps of Engineers. Furthermore, although the previously funded three-year program successfully assembled a regional data base and made estimates of water needs and demands, an examination of the impacts and problems associated with the potential water supply alternatives for the area is still needed. This phase of the study will permit advanced planning, designing and feasibility testing of water supply alternatives.

NAVIGATION

Fort Pierce Harbor
(Construction)

Estimated Federal Cost	To be determined
Estimated Non-Federal Cost	To be determined
Federal Funds Through FY 83	$ 0
President's Budget FY 84	0
Corps Probable Capabilities FY 84	0
State of Florida Request FY 84	200,000

Project Sponsor: Fort Pierce Port and Airport Authority

Project Description:

The Fort Pierce Harbor Navigation Study is presently being conducted by the Corps of Engineers to determine the feasibility of deepening the access channel and harbor from the present depth of 25 feet. Fort Pierce is in St. Lucie County on the east central coast of Florida. The requested FY 84 funding would be used for preconstruction planning. The existing channel is 3.5 miles long and 25 feet deep and extends from the Atlantic Ocean through Fort Pierce Inlet across the Indian River and the inland waterway and terminates at Fort Pierce with a turning basin in front of the city docks. Also included in the project is the maintenance of two jetties and shore revetments at the inlet.

Project Justification:

The present 25 foot depth of the channel and turning basin severely limits the size of the ships that can use the harbor. The Reconnaissance Report (Stage I) indicated that improvements to the harbor allowing the use of larger ships may permit the harbor to be competitive with other deep-draft ports on the east coast. The prospective traffic for the deeper harbor would consist largely of the commodities, products and manufactured products which are grown, produced, manufactured and/or consumed within the service area. The increased tonnage would result in the creation of jobs and in the reduction of transportation costs.

Gulf Coast Passes Navigation Improvement
(Construction)

Estimated Federal Cost	To be determined
Estimated Non-Federal Cost	To be determined
Federal Funds Through FY 83	$ 0
President's Budget FY 84	0
Corps Probable Capabilities FY 84	150,000
State of Florida Request FY 84	150,000

Project Sponsor: West Coast Inland Navigation District

Project Description:

This project is an investigation of the feasibility of incorporating six Gulf Coast passes into the existing Intracoastal Waterway. By Congressional request a seventh pass, Midnight Pass, has been added to the project. The FY 84 request is for preconstruction planning, since the feasibility study should be completed in FY 83. The Corps of Engineers is now considering the feasibility of designating Stump Pass, Longboat Pass, Big Sarasota Pass, Dunedin Pass, Hurricane Pass, and (by Congressional request) Midnight Pass as integral components of the Intracoastal Waterway System. The study should determine the practicability of maintaining these passes at -9 feet Mean Low Water to enable small pleasure and commercial boats access to and from the Gulf of Mexico and to provide a source of beach nourishment material for eroded beaches in the area.

Project Justification:

Incorporating these passes into the Intracoastal Waterway would help insure consistency of navigation aids (buoys, signs, charts, etc.) and would be of great assistance to boaters, particularly those from out of state or otherwise unfamiliar with local waters. In addition, many of the beaches in this area are eroding. Beach nourishment could be a valuable byproduct of this proposed project.

Port Canaveral
(Construction)

Estimated Federal Cost	$24,400,000
Estimated Non-Federal Cost	1,214,000
Federal Funds Through FY 83	6,162,000
President's Budget FY 84	0
Corps Probable Capabilities FY 84	8,000,000
State of Florida Request FY 84	8,000,000

Benefit-Cost Ratio: 2.5:1

Project Sponsor: Canaveral Port Authority

Project Description:

This project would allow the dredging of a previously authorized channel and turning basin to 31 feet. Port Canaveral is located on the east central coast of Florida approximately 150 miles south of Jacksonville. The project was originally authorized by Congress in 1962. A detailed design study for a 31-foot-deep westward channel extension was done in 1972, and the port authority determined that the design study would serve the port's immediate needs and that no construction was needed at that time. Thus, the uncompleted portion of the authorized project was placed in an "inactive" category. In May, 1980, the port authority formally indicated to the Corps that completion of the originally authorized (1962) project was now needed and desired. The first step required was an economic restudy to evaluate the feasibility of constructing a western turning basin 2,000 x 2,000 feet and 31 feet deep and dredging 2,000 feet of entrance channel to 31 feet. The Corps is now conducting that restudy as part of a General Design Memorandum and is also preparing an Environmental Impact Statement. Those documents should be completed in 1983, and, if they are favorably reviewed, construction could begin later in the year. The requested FY 84 funding would allow the construction to continue.

Project Justification:

Port Canaveral has become an important energy port providing facilities for low cost ocean transportation of bunker fuel for the area's electric power plants and for the import and export of bulk commodities such as cement, newsprint, salt, citrus concentrate, frozen fish, and scrap metal. The port's business is growing along with the unprecedented growth of the Central Florida region. As of now, all piers at the port are fully utilized or committed to projects under development, and there is no room for expansion for deep draft ship operations. The requested 31-foot-deep channel between the central and western turning basins and the 31-foot-deep western turning basin are needed as soon as possible to allow for this needed expansion. With completion of the project, the port would gain berthing space for ships along nearly 7,000 feet of bulkhead, ultimately more than doubling the usable space for deep draft ships.

Port Manatee
(Construction)

Estimated Federal Cost	$10,600,000
Estimated Non-Federal Cost	2,890,000
Federal Funds Through FY 83	305,000
President's Budget FY 84	79,000
Corps Probable Capabilities FY 84	10,600,000
State of Florida Request FY 84	10,600,000

Benefit-Cost Ratio: 10.6:1

Project Sponsor: Manatee County Port Authority

Project Description:

The Manatee Harbor Project is a proposal for Federal assumption of maintenance dredging of the existing navigation channel constructed by the Manatee County Port Authority in 1969-71. The proposed plan involves both removal of materials deposited in the channel since its construction and new construction at both ends to improve the safety of navigation. The channel dimensions would be 40 feet deep at Mean Low Water (the same as originally constructed by the Port Authority) plus two feet allowable overdredge. Total channel length would be 3.0 miles, extending from the port facilities to the main Tampa Harbor Channel. The northwest end of the Manatee Harbor Channel would intersect the main Tampa Harbor Channel in an expanded "widener." The second part of the new work in the proposal is at the port end of the channel where the existing turning basin would be expanded by 6.6 acres.

The project includes an attempt to mitigate the environmental damage done by dredging. Ten acres of an existing above-water spoil island would be lowered to -2 feet Mean Low Water to compensate for the destruction of 6.6 acres of vegetated shallow bay bottom by the construction of the enlarged turning basin. Vegetation planting is not planned, but the Corps of Engineers believes that the lowered area will revegetate itself naturally.

Project Justification:

The Feasibility Report and the Environmental Impact Statement for the proposed project were published in 1979 and assumption of the project was recommended. The Port of Manatee now serves the local area both for oil imports and for phosphate exports. In the future, the port may also become a significant coal importer as increasing amounts of coal are used in electrical power production.

Tampa Harbor: Main Channel
(Construction)

Estimated Federal Cost	$176,000,000
Estimated Non-Federal Cost	4,634,000
Federal Funds Through FY 83	146,575,000
President's Budget FY 84	17,000,000
Corps Probable Capabilities FY 84	17,000,000
State of Florida Request FY 84	17,000,000
Benefit-Cost Ratio: 1.4:1	

Project Sponsor: Tampa Port Authority

Project Description:

The authorized project provides for deepening and enlarging channels in Tampa Bay from the Gulf of Mexico to Upper Hillsborough Bay and adjacent areas including: enlarging the existing entrance channel across Egmont Bay to a depth of 45 feet and a width of 700 feet; enlarging the existing Mullet Key Cut Channel to a depth of 43 feet and a width of 600 feet; enlarging the existing Tampa Bay Channel to a depth of 43 feet and a width of 500 feet; enlarging the existing Hillsborough Bay Channel to a depth of 43 feet and a width of 500 feet to the junction with the Port Sutton entrance channel, and thence deepening to 41 feet at the existing width of 400 feet to the junction with the Seddon and Sparkman Channels; enlarging the existing Port Sutton Turning Basin to a depth of 43 feet; deepening the existing Sparkman Channel to 41 feet; deepening the existing Ybor Channel to a depth of 39 feet; enlarging the existing turning basin at the entrance to Ybor Channel to a depth of 41 feet; deepening the existing Port Tampa Channel to a depth of 41 feet; deepening the existing Port Tampa Turning Basin to 41 feet; providing an entrance channel in East Bay at a depth of 43 feet; providing an approach channel in East Bay at a depth of 43 feet; and maintaining the Port Sutton terminal channel at a depth of 43 feet. The requested FY 84 funding would allow this large, complex project to progress on schedule and would bring the project to within one year of completion.

Project Justification:

Benefits accrue from the lower costs of transporting goods in more economical deeper-draft vessels. For Tampa Harbor, approximately eighty percent of this benefit is attributed to cheaper shipments of phosphate ore and products. Tampa Harbor is the nation's eighth largest port in terms of tonnage, and fourth in terms of exports.

Clearwater Spoil Disposal Study

(Study)

Estimated Federal Cost	$335,000
Estimated Non-Federal Cost	0
Federal Funds Through FY 83	0
President's Budget FY 84	0
Corps Probable Capabilities FY 84	100,000
State of Florida Request FY 84	100,000

Project Sponsor: City of Clearwater

Project History:

The Clearwater Spoil Disposal Study would evaluate alternatives for spoil disposal from maintenance dredging in the Clearwater area. Clearwater is located on the west central coast of Florida in Pinellas County. Pressures for maintenance dredging will increase as the population of the area grows. Among the existing and possible future sources of spoil are: (1) maintenance of the authorized Intracoastal Waterway; (2) access to Dunedin Pass; (3) access to the new Sand Key Coast Guard Station; (4) maintenance of public marina facilities; (5) maintenance of private marina facilities; and (6) restoration of residential finger canal water quality and navigation. Based on current knowledge, such projects will not produce beach quality material. Among the spoil disposal alternatives to be considered are: (1) use of new or existing spoil islands; (2) offshore or upland disposal; (3) creation of a marine marsh to restore lost marine ecosystems; and (4) creation of mangrove islands on city-owned bottoms. FY 84 funding would be used to begin the study.

Project Justification:

Pressure is increasing for the City of Clearwater to undertake and maintain a number of dredge and fill projects, and there is considerable disagreement over the quality of the proposed dredge material. Undoubtedly, some of it is not suitable for open water disposal, but some of it might be suitable for beach restoration. All the proposed sites for dredging should be inventoried and the sediments classified according to their physical and chemical properties. With the expected population growth in this already highly populated area, a search for environmentally sound solutions to Clearwater's maintenance dredging problem is badly needed.

Escambia River Channel

(Study)

Estimated Federal Cost	$460,000
Estimated Non-Federal Cost	0
Federal Funds Through FY 83	0
President's Budget FY 84	0
Corps Probable Capabilities FY 84	110,000
State of Florida Request FY 84	110,000

Project Sponsor: Escambia County

Project Description:

This study would evaluate the feasibility of deepening the Escambia River Channel so that it could more safely accommodate barge traffic. The project site is at the mouth of the river as it enters Escambia Bay near Pensacola.

The navigation channel is now heavily used for barge transportation to and from Monsanto Textiles Company and Gulf Power's Crist Steam Plant. Approximately 140 barges use the channel each month. The channel extends upstream from the river's mouth approximately seven miles and varies in width from 100-175 feet. At the present time, the channel is maintained at an authorized depth of ten feet. This is adequate immediately following dredging, but siltation and shoaling quickly reduce the depth and impede barge traffic. The most recent maintenance dredging was finished about two years ago, but the channel has already filled in enough to make barge movement difficult. FY 84 funding would be used to begin the study.

Project Justification:

The Gulf Power Crist Stream Plant is a major employer in the Pensacola area, and it supplies electrical power to thousands of customers. The Monsanto Textiles Company is the largest non-governmental employer in Escambia County. Thus, unhindered barge traffic to these companies is essential to the area's economic health. The Escambia River Channel Study would determine the project alternative most likely to allow safe, economical barge traffic on the river.

Jupiter Inlet
(Study)

Estimated Federal Cost	$306,000
Estimated Non-Federal Cost	0
Federal Funds Through FY 83	0
President's Budget FY 84	0
Corps Probable Capabilities FY 84	100,000
State of Florida Request FY 84	100,000

Project Sponsor: Jupiter Inlet District

Project Description:

The proposed study would evaluate the feasibility of providing a Federal navigation project at Jupiter Inlet to permit small boat navigation from the Loxahatchee River to the Atlantic Ocean. FY 84 funds would be used to begin the study. Jupiter Inlet, a natural inlet, is located in northern Palm Beach County on the southeast coast of Florida. The inlet is not maintained and its use is currently limited only to boaters with knowledge of local conditions. Principal difficulties at the inlet result from inadequate depths across a bar at its entrance. During periods of low tide or high seas, passage over the bar is extremely hazardous, if not impossible. In the past 20 years, approximately ten people have been killed in boating accidents at the inlet.

Project Justification:

The project would directly benefit the commercial fishermen and pleasure boaters in the area by lessening the risk of loss of life and property. It will also bring an increase in business to the marine oriented businesses of the area and increase tourism.

Mexico Beach Inlet
(Study)

Estimated Federal Cost	$250,000
Estimated Non-Federal Cost	0
Federal Funds Through FY 83	65,000
President's Budget FY 84	0
Corps Probable Capabilities FY 84	90,000
State of Florida Request FY 84	90,000

Project Sponsor: Town of Mexico Beach

Project Description:

This is a feasibility study for a navigation/beach renourishment project in Mexico Beach. The study primarily would evaluate alternatives for modifying the entrance to a canal so that navigation into and from the canal would be enhanced. The study would also evaluate the possible use of spoil taken from the canal to renourish adjacent beaches. Mexico Beach is located on the coast of Bay County, approximately 20 miles southeast of Panama City. The canal in question is not associated with a natural inlet and is approximately 50 feet wide, 4,000 feet long, and 8 feet deep. Total traffic through the canal entrance exceeds 20,000 passages per year, but during periods of high waves, littoral drift material is deposited at the mouth of the canal. This reduces, and at times eliminates, boating traffic into and from the canal. FY 84 funding would be used to continue the study.

Project Justification:

The economy of the Mexico Beach area is almost totally tourist-dependent, and tourists come to Mexico Beach for basically two activities, fishing (mostly from boats) in the Gulf of Mexico and beach-related recreation. Fishermen (and other boaters) using the three marinas located along the canal in question generate a significant portion of Mexico Beach's revenues. When the canal inlet is closed, most of this boating-generated revenue is lost. In addition, many boaters who would otherwise visit Mexico Beach go elsewhere due to the uncertainty of passage to and from the canal.

A channel maintenance project at Mexico Beach could have other important benefits. Redesign of the jetty at the mouth of the canal could reduce or eliminate the jetty's contributions to erosion of adjacent beaches. In addition, suitable spoil material from the canal could be used to renourish these beaches. Lastly, safe refuge could be provided for boats during storm conditions.

Miami Harbor Channel
(Study)

Estimated Federal Cost	$337,000
Estimated Non-Federal Cost	0
Federal Funds Through FY 83	225,000
President's Budget FY 84	112,000
Corps Probable Capabilities FY 84	112,000
State of Florida Request FY 84	112,000

Project Sponsor: Metropolitan Dade County Seaport Department

Project Description:

This is a study of the navigation problems associated with the present configuration of Miami Harbor. The specific problems being addressed are the possible hazards presented by a 60 degree turn in the offshore access channel, the constriction of the main ship channel in Government Cut from 500 feet to 400 feet, and the existing 1600-foot-diameter turning basin. The bend in the access channel may present a safety and navigation problem which would be increasing as larger ships use the Miami Harbor more frequently. Due to the bend, the channel can only be used for one-way traffic, and several groundings of large vessels have occurred over the past few years. The constriction of the ship channel inside Government Cut causes a navigational hazard from strong tides and currents. The main turning basin presents problems to ships over 1,000 feet long in positioning and in dealing with tides, currents and winds while turning. There is also a need to modify the existing Government Cut jetty system to reduce rip tides in the main channel.

Project Justification:

Projected benefits would include a reduction in delays in navigating the access channel, a reduction of the need for tug services in the access channel and turning basin, and an increase in the safety of the harbor, particularly for larger ships.

Port Boca Grande
(Study)

Estimated Federal Cost	$439,000
Estimated Non-Federal Cost	0
Federal Funds Through FY 83	51,000
President's Budget FY 84	125,000
Corps Probable Capabilities FY 84	125,000
State of Florida Request FY 84	125,000

Project Sponsor: Lee County Port Authority

Project Description:

This port on the southwest coast of Florida is on the southern end of Gasparilla Island and is readily accessible to open water. The port is about 70 miles south of the entrance to Tampa Bay and 150 miles north of Key West. Entrance to Port Boca Grande is through Boca Grande Pass between La Costa and Gasparilla Islands. The channel continues eastward 6.5 miles into Charlotte Harbor, then turns north. Boca Grande is a naturally deep inlet and is maintained by the Corps of Engineers at a 32-foot depth by 300-foot width. The channel across Charlotte Harbor is maintained at 12 feet. This study is an evaluation of possible improvement of existing facilities up to Gasparilla Island.

Project Justification:

Port Boca Grande is one of very few ports in Florida with a naturally deep entrance channel. It is also the port nearest the fastest growing region of Florida, the Fort Myers area. The port has a potential, if carefully developed, to lower transportation costs for a number of commodities essential to the southwest Florida area. Any study must, however, take special care to protect Charlotte Harbor's natural environment. The harbor is a State Aquatic Preserve and an important fishing area. The local sponsor has assured the State that this study would be closely coordinated with the efforts of the Charlotte Harbor Resource Planning and Management Committee. This committee was established by the Governor to devise a management scheme for the Charlotte Harbor area.

Port Canaveral
(Study)

Estimated Federal Cost	$262,000
Estimated Non-Federal Cost	0
Federal Funds Through FY 83	0
President's Budget FY 84	0
Corps Probable Capabilities FY 84	75,000
State of Florida Request FY 84	75,000

Project Sponsor: Canaveral Port Authority

Project Description:

This is a request for a feasibility study of dredging of the Canaveral Harbor Channel and other areas of Port Canaveral to sufficient depths to allow for economical coal importation. The study would also evaluate a possible expansion of Federal maintenance dredging at the port.

Port Canaveral is located on the east coast of Florida approximately 150 miles south of Jacksonville. This study springs from a lease agreement executed in 1980 between a shipping company and the Canaveral Port Authority. The shipping company is planning to locate a coal offloading, storage, and transportation facility at Port Canaveral. The deep draft nature of the coal carrying vessels would require a channel depth of at least 41 feet. Thus, the port authority is requesting a feasibility study of the deepening of several turning basins and channels at the port to 41-45 feet and of other basins and channels there to at least 35 feet.

Maintenance dredging responsibilities at the port are now inefficiently shared among the port authority, the Corps of Engineers, and the Navy. Accordingly, the port authority is also requesting that the feasibility study consider an expansion of Federal maintenance dredging responsibilities at Port Canaveral. FY 84 funding would be used to begin the study.

Project Justification:

A coal offloading, storage and transporting facility at Port Canaveral could be used to provide coal economically for power plants in central and eastern Florida. The coal would replace petroleum and this substitution is consistent with Federal policy aimed toward restricting petroleum imports. The most economical coal carrying vessels require a channel depth of 41-45 feet, and Port Canaveral currently is not deep enough to accomodate such vessels fully loaded.

The multiple maintenance dredging of Port Canaveral is confusing, cumbersome, and inefficient. Many contracting conflicts have resulted and have made dredging more expensive and time consuming than it would have been if done under a single contract. Federal assumption of this maintenance dredging would alleviate these problems.

Port of Palm Beach
(Study)

Estimated Federal Cost	$177,000
Estimated Non-Federal Cost	0
Federal Funds Through FY 83	98,000
President's Budget FY 84	79,000
Corps Probable Capabilities FY 84	79,000
State of Florida Request FY 84	79,000

Project Sponsor: Port of Palm Beach District

Project Description:

This is an ongoing feasibility study of an extension of a previously authorized Federal maintenance dredging project into a locally constructed turning basin expansion. The study is also evaluating a further extension of the existing turning basin. Palm Beach is located on the southeast coast of Florida, approximately 65 miles north of Miami. The port is only 1.3 miles from the open sea.

The entrance channel to the port through Lake Worth and all parts of the turning basin which were constructed before 1976 are already maintained by the Corps of Engineers. In 1976, the port, with its own funds, constructed a 25-foot-deep turning basin extension to the north of the Federally maintained area. This is the extension that the port would like included under Federal maintenance dredging. The extension is an irregular polygon with a maximum width of about 1,475 feet. Maintenance dredging is necessary on an approximately annual basis. FY 84 funding would be used to complete the study.

Project Justification:

Continued development of the Port of Palm Beach would provide the service demanded by a large area of South Florida ranging from Miami to the south, the Glades to the west, and Vero Beach to the north. Purchases and services generated by the port and port tenants exceed 31 million dollars annually. The port's annual payroll is estimated to be in excess of nine million dollars, and the port generates an estimated 1,000 additional jobs through indirect employment. Revenues generated by various port facilities totaled $2,015,000 in 1981. In a typical 12 month period, over 2 million tons of cargo move over the port docks. The total economic impact of the port is placed at well over 40 million dollars annually.

The turning basin extension would allow the port to significantly increase its capability to receive and transport cargo. This capability will increase the efficiency of the entire port, increase employment at the port, and also have a positive effect on employment within the community and on the economic base of the region.

Port Sutton
(Study)

Estimated Federal Cost	$280,000
Estimated Non-Federal Cost	0
Federal Funds Through FY 83	0
President's Budget FY 84	0
Corps Probable Capabilities FY 84	100,000
State of Florida Request FY 84	100,000

Project Sponsor: Tampa Port Authority

Project Description:

The Tampa Port Authority has proposed a study of the feasibility of deepening Port Suton Channel from 30 feet to 43 feet. The project is presently authorized for Federal assumption of maintenance dredging after the local sponsor accomplishes the deepening. This study, authorized by Congress in 1981, would determine whether the deepening itself should also be a Federal responsibility. FY 84 funding would be used to continue the study.

Port Sutton Channel is a man-made side channel from the main Tampa Harbor Channel. It is presently 200 feet wide by 30 feet deep. The associated landside facilities are privately owned and occupied by various concerns. Terminals handle large quantities of such commodities as phosphate, sulphur, petroleum, cement and potash.

Project Justification:

Port Sutton Channel, with the completion of the deepening of the main Tampa Harbor Channel, will be 12 feet shallower than the access channel to it. Shipment of commodities to Port Sutton terminals will be seriously constrained by water depths directly in front of their final destination. Making depths at Port Sutton consistent with Tampa Harbor depths will permit cargoes to be shipped in the most economical deepdraft vessels.

BEACH EROSION CONTROL PROJECTS

Broward County Beach Erosion Control

Estimated Federal Cost	$ 4,600,000
Estimated Non-Federal Cost	4,600,000
Federal Funds Through FY 83	0
President's Budget FY 84	4,600,000
Corps Probable Capabilities FY 84	4,600,000
State of Florida Request FY 84	4,600,000

Benefit-Cost Ratio: 1.6:1

Project Sponsor: Broward County

Project Description:

This request is for a beach nourishment project extending from the north side of Hillsboro Inlet to the south border of Lauderdale-By-The-Sea, a distance of 5.34 miles. This is a segment of a larger Broward County project that extends to the south to Port Everglades Inlet. The project area was identified by the Corps of Engineers as an area experiencing critical erosion in the 1963 Beach Erosion Control Hillsboro Inlet Navigation Report. The county has conducted three similar beach nourishment projects which were considered economically and environmentally acceptable. The construction phase of this project would consist of dredging and transporting sand from an offshore borrow area to nourish the shoreline. An area previously nourished in 1970 would also be renourished. The requested FY 84 funding would be used to reimburse the local sponsor for part of the project's costs.

Project Justification:

The project is consistent with the segments of the overall nourishment plan that have been completed. The barrier will protect a major highway (A1A) and other structures from erosion and undermining, and reduce or eliminate maintenance costs for structures designed to provide protection from storms. The addition to the beach area will provide enhanced and additional recreational areas for residents as well as for tourists who comprise a major source of income for the area.

Captiva Island Beach Nourishment
(Construction)

Estimated Federal Cost	$1,000,000
Estimated Non-Federal Cost	5,300,000
Federal Funds Through FY 83	0
President's Budget FY 84	0
Corps Probable Capabilities FY 84	1,000,000
State of Florida Request FY 84	1,000,000

Project Sponsor: Captiva Erosion Prevention District

Project Description:

This project is for reimbursement of beach restoration costs for 3.0 miles of a renourishment project on Captiva Island. The restored beach would be approximately 100 feet wide and would be constructed in two phases by local interests in accordance with the overall Federal Beach Erosion Control Study for Lee County completed by the Corps of Engineers in 1969. Federal reimbursement funds are being requested only for the second phase of the project (3.0 miles of the 4.7 mile total).

Phase I encompasses the northern one-third of Captiva Island, approximately 1.7 miles in length, and is being financed solely by property owners of South Seas Plantation. All design and engineering for this phase of the project have been completed and a municipal services taxing unit has been established by the Lee County Board of County Commissioners to finance construction of the project. Phase II of the project involves the remaining two-thirds of Captiva Island beaches, approximately 3.0 miles in length.

Project Justification:

In 1969, at the request of the Lee County Commission, the Corps prepared a study on beach erosion in Lee County. The study reported that the beaches were severely eroded and recommended a Federal beach erosion control project. Over 700 feet of shoreline have been lost since 1906, with more than 39 feet lost in one year. This project, by renourishing the beach area, would protect upland property and a road that provides the only land access and emergency evacuation route for the area. Additional public recreation area would also be provided.

Dade County Beach Erosion Control and Hurricane Protection Project
(Construction)

Estimated Federal Cost	$44,000,000
Estimated Non-Federal Cost	37,134,000
Federal Funds Through FY 83	33,644,000
President's Budget FY 84	300,000
Corps Probable Capabilities FY 84	300,000
State of Florida Request FY 84	300,000

Benefit-Cost Ratio: 7.3:1

Project Sponsor: Dade County

Project Description:

This project provides beach erosion control and hurricane surge protection for portions of Miami's beaches. The project involved the pumping of 14 million cubic yards of material to form a protective and recreational beach and protective dune for 9.3 miles of shoreline between Government Cut on the south and Bakers Haulover on the north. This shoreline is adjacent to Miami Beach, Surfside, and Bal Harbour Village. Project construction was divided into five phases and was completed in 1982. The funding requested for FY 84 would be used for periodic renourishment of the project as necessary.

Project Justification:

The project is providing beach erosion control and hurricane surge protection for beaches of great economic importance. Dade County's beaches provide badly needed recreational opportunities for the densely populated coastal sections of Dade County. In addition, the beaches are extremely important tourist attractions, and the economy of the area would suffer significantly if the beaches were not preserved.

Dade County Beach Erosion Control and Hurricane Protection Project North of Haulover Beach Park (Construction)

Estimated Federal Cost	3,993,000
Estimated Non-Federal Cost	3,993,000
Federal Funds Through FY 83	310,000
President's Budget FY 84	0
Corps Probable Capabilities FY 84	3,000,000
State of Florida Request FY 83	3,000,000

Benefit-Cost Ratio: 2.8:1

Project Sponsor: Dade County

Project Description:

This project would provide control of beach erosion and hurricane-induced flooding for the coastal area of Dade County north of Haulover Beach Park. The Corps of Engineers is currently reviewing and coordinating the Revised Feasibility Report for the project. The report is now being reviewed by the State A-95 Clearinghouse. The requested FY 84 funding would allow the project to be constructed.

Project Justification:

Wind, waves, and tides amplified during storm conditions have caused erosion and lowering of the beach profiles and recession of the shoreline in the project area. At a large number of locations, erosion has undermined or threatened to undermine shorefront structures. Valuable property has been lost and some seawalls are under direct wave attack. A beach erosion project would provide hurricane surge protection and beach erosion control to the area as well as meet recreational requirements of this densely populated area.

Delray Beach Maintenance Nourishment Project
(Construction)

Estimated Federal Cost	1,500,000
Estimated Non-Federal Cost	1,900,000
Federal Funds Through FY 83	0
President's Budget FY 84	0
Corps Probable Capabilities FY 84	1,500,000
State of Florida Request FY 84	1,500,000

Project Sponsor: City of Delray Beach

Project Description:

This project is part of the continuing restoration program for Palm Beach County beaches. The project was authorized by Congress in 1959. Delray Beach has experienced a severe erosion problem for many years and various structural methods have been tried in an attempt to reduce the problem and protect upland properties. However, these efforts have not been successful. The beach was nourished in 1973, and a maintenance nourishment project was done in 1978. This project would replenish sand lost since the 1979 nourishment.

The General Design Memorandum (GDM) and Environmental Impact Statement for Palm Beach County beaches are being updated and will include this project. The GDM will specify the source and type of sand, the cubic yardage required, and the final configuration of the beach area. FY 84 funding would allow the project to be constructed.

Project Justification:

The project is consistent with the overall nourishment plan for Palm Beach County beaches. The renourished beach will protect upland structures from erosion and undermining and will provide enhanced and additional recreational areas for residents and for the tourists who provide a major source of income for the area. A major benefit will be the protection of State Highway A1A.

Indian River County Beach Nourishment
(Construction)

Estimated Federal Cost	$2,300,000
Estimated Non-Federal Cost	2,300,000
Federal Funds Through FY 83	0
President's Budget FY 84	0
Corps Probable Capabilities FY 84	2,300,000
State of Florida Request FY 84	2,300,000
Benefit-Cost Ratio: 2.0:1	

Project Sponsor: Indian River County

Project Description:

This is a beach nourishment project in two separate areas, one fronting the City of Vero Beach and the other at Sebastian Inlet State Park. Both project sites are in Indian River County on Florida's east central coast. The Corps of Engineers' feasibility report for the project was completed in 1980, and the plan recommended by the Corps involves placing fill along almost the entire shore of Sebastian Inlet Park, a distance of 1.68 miles. The recommended plan for the Vero Beach area involves 1.74 miles of beach fill. The local sponsor is requesting funds only for the Vero Beach segment. Congressional authorization for construction of this project has not been obtained.

Project Justification:

The project would restore public recreation and provide flood damage protection to an area of severely-eroded beaches. The Sebastian Inlet State Park segment is completely open for public use, and the Vero Beach segment appears to have adequate public access. Benefits to be derived from beach nourishment in this area include increased recreational space, prevention of storm damage to private and public property, and the reduction of the need for structures designed to afford protection from storms (seawalls, revetments, groins, and bulkheads).

Monroe County Beach Erosion Control
(Construction)

Estimated Federal Cost	$1,900,000
Estimated Non-Federal Cost	1,900,000
Federal Funds Through FY 83	0
President's Budget FY 84	0
Corps Probable Capabilities FY 84	1,900,000
State of Florida Request FY 84	1,900,000

Project Sponsor: City of Key West

Project Description:

This request is for funding to initiate construction for beach erosion control in Key West. The selected plan in a feasibility report issued by the Corps of Engineers in June, 1979, was for construction of 6,400 feet of beach. The project would also include filling of a 1,500-foot by 800-foot by 7-foot-deep hole east of Smathers Beach and several smaller low areas, seagrass planting, and the deferred construction of three groins. The requested FY 84 funding would allow the project to be constructed, but Congressional authorization for this construction is needed.

Project Justification

The project is expected to improve the local tourist economy and provide local employment benefits. The number of users of the beach is projected to increase to 450,000 per year by 1989. The project proponents have been identified as the city of Key West, Monroe County, the local Chamber of Commerce, and Florida's Department of Natural Resources.

Palm Beach County Beaches
(Construction)

Estimated Federal Cost	$5,100,000
Estimated Non-Federal Cost	5,100,000
Federal Funds Through FY 83	0
President's Budget FY 84	2,300,000
Corps Probable Capabilities FY 84	5,100,000
State of Florida Request FY 84	5,100,000

Project Sponsor: Palm Beach County

Project Description:

This project is part of a continuing restoration program for the Palm Beach County beaches and includes two components: Jupiter-Tequesta and Ocean Ridge-Briny Breezes. The Jupiter-Tequesta component includes the area from the Martin County line southward for a distance of 3 1/4 miles. The Ocean-Ridge Briny Breezes component is for 2.6 miles from a point 300 feet south of the South Lake Worth Inlet southward to the South Briny Breezes city limit. The project will place sand on the beach for protection of upland property from damage by wave action and will provide a recreational beach area.

The beach north of Jupiter Inlet is considered to be critically eroded, and numerous seawalls and revetments have been constructed to protect upland property. The beach south of the inlet, which includes Jupiter Beach Park and Carlin Park, is also critically eroded. Groins were installed along this portion of the beach in the 1960's, but they have not been effective and considerable prime recreational area has been lost to erosion. Emergency measures were required in 1981 to prevent Carlin Park Road and a portion of a parking lot from being destroyed. FY 84 funding would be used to reimburse the local sponsor.

Project Justification:

The project is consistent with the overall nourishment plan for Palm Beach County. The sand barrier will protect upland structures from erosion and undermining and reduce or eliminate maintenance costs for structures designed to provide protection from storms. The addition to the beach area will provide enhanced and additional recreational areas for residents and for the tourists who comprise a major source of income for the area.

Panama City Beaches Erosion Control and Hurricane Protection
(Construction)

Estimated Federal Cost	$40,921,000
Estimated Non-Federal Cost	18,482,000
Federal Funds Through FY 83	0
President's Budget FY 84	0
Corps Probable Capabilities FY 84	1,200,000
State of Florida Request FY 84	1,200,000
Benefit-Cost Ratio: 3.5:1	

Project Sponsor: Bay County

Project Description:

This project is designed to provide beach restoration and hurricane protection for 18.5 miles of Panama City beaches. This project is located in Bay County in the Florida panhandle. The total recreational beach width would be about 110 feet. Public and private access would be provided by 290 dune bridges. The plan also includes revegetation along the beach line, parking, sanitary facilities and pericdic beach nourishment. The requested FY 84 funding would allow the preparation of a General Design Memorandum and an Environmental Impact Statement to begin.

Project Justification:

The Panama City beaches are the most heavily used beaches in the Florida panhandle. The beach area is known as the "Miracle Strip" and is very extensively developed. The project area is periodically battered and flooded by hurricanes, tropical storms, and other severe weather conditions which significantly erode the beaches and cause damage to coastal construction. Hurricane Eloise struck Panama City in 1975 and caused more than $80,000,000 in property damage along the beaches in the project area. Overall, the trend in the project area has been one of gradual and consistent erosion. The Panama City Beaches project could reverse this trend and also provide badly needed storm protection for an area of great economic importance. According to recent estimates, the total annual visitation to the project area beaches may increase from 5.6 million in 1970 to 33.6 million in 2030. The beaches in their currently eroded condition simply do not provide the space necessary to accommodate this massive increase in visitation. The proposed project would help alleviate this problem.

Redington Shores Beach Access - Sand Key, Pinellas County (Construction)

Estimated Federal Cost	$87,500
Estimated Non-Federal Cost	37,500
Federal Funds Through FY 83	0
President's Budget FY 84	0
Corps Stated Capabilities FY 84	87,500
State of Florida Request FY 84	87,500

Project Sponsor: Pinellas County

Project Description:

This is a beach nourishment request from Pinellas County on Florida's west central coast for one component of the Pinellas County Beaches Project. The project area consists of approximately 400 feet of county owned public park beach on Sand Key with access from Redington Shores Beach. At the present time, there is no beach area. The waterline, even at low tide, extends to a seawall. This project would provide material for a wide public beach and would protect the upland property.

In December, 1980, the Corps completed a study which recommended a nourishment project for all of Sand Key. However, due to limited local finances, this request is only for this public beach portion. An updated General Design Memorandum is almost completed for the Pinellas County beaches, including Sand Key, and should be available in the near future. FY 84 funding would be used to complete the construction of the Redington Shores Project.

Project Justification:

At present, there is no beach at this public facility. This project would provide for a wide beach for use by residents of Pinellas County, Florida's most densely populated county, and for tourists. The project would also provide protection for upland property, a State highway in particular.

Virginia Key Beach Redevelopment
(Construction)

Estimated Federal Cost	$2,000,000
Estimated Non-Federal Cost	2,000,000
Federal Funds Through FY 83	0
President's Budget FY 84	0
Corps Probable Capabilities FY 84	2,000,000
State of Florida Request FY 84	2,000,000

Project Sponsor: City of Miami

Project Description:

This is a request for restoration of the badly eroded Atlantic Beaches of Virginia Key by placing additional sand along 1.3 miles of the east side of the key. Virginia Key is in Dade County, just south of Miami Beach. In addition to placement of sand, the proposal calls for implementation of shoreline and beach stabilization measures which the local sponsor claims will improve sand circulation throughout the area's beach system. The Virginia Key beach has been restored on two previous occasions. In 1969, 177,000 cubic yards of sand/shell fill were placed along the beach. During the next year, 35% (61,000 cubic yards) of this fill eroded away. In 1973, an additional 100,000 cubic yards of fill were deposited, and 13 groins were constructed to contain the fill. The groins were not effective and erosion has continued to the present time. This construction activity needs Congressional authorization.

Measures to be taken to prevent or minimize future loss of sand include: restoration of sea grasses; restriction of 4-wheel-drive vehicles; protection, revegetation and renourishment of the coastal hammocks and dunes which form the south and west edge of the beach redevelopment area; and further renourishment of the beach by artificially reintroducing sand along the barrier islands north of Virginia Key.

The entire area will be converted to a recreational area with pedestrian access using boardwalks to beaches and a nature center, limited canoe and water trails, restrooms, changing facilities, food concessions, picnic areas, shelters, field sports, and parking for approximately 2,000 vehicles. The recreational facilities described above would not be feasible unless the beach restoration is done. FY 84 funding would be used to complete the beach renourishment.

Project Justification:

The beach under consideration for renourishment is publicly owned and could be the focal point for an important and needed public recreational facility. The beach and adjacent facilities would attract thousands of people for family-oriented recreation.

ENVIRONMENTAL RESTORATION AND ENHANCEMENT

Biscayne Bay Survey Review
(Study)

Estimated Federal Cost	$2,306,000
Estimated Non-Federal Cost	0
Federal Funds Through FY 83	80,000
President's Budget FY 84	0
Corps Probable Capabilities FY 84	500,000
State of Florida Request FY 84	500,000

Project Sponsor: Dade County

Project Description:

The purpose of this study is to provide a comprehensive review of environmental impacts from Federally authorized and constructed projects in and adjacent to Biscayne Bay in Dade County. The Corps of Engineers, acting as the lead Federal agency in cooperation with the Federal Department of Transportation, will review such projects as the Intracoastal Waterway, Government Cut, Bakers Haulover Inlet, the Central and Southern Florida Flood Control Project, and causeway construction to determine whether these and other existing Federally authorized projects are having a detrimental impact upon Biscayne Bay and should be modified to improve the biology and water quality of the bay. The study will address, but not be limited to, the effects of dredging and filling on circulation patterns and the flushing of problem areas, the effects of spoil islands on water quality, and the effects of modified freshwater inputs to Biscayne Bay on biological communities and water quality.

Project Justification:

Biscayne Bay and the adjacent shoreline have been subjected to intense development and alterations through Federally authorized construction projects. The cumulative impacts of these projects on the Biscayne Bay system are not known. However, local government studies have determined that water quality in the bay is poor, especially north of Rickenbacker Causeway. Excessive turbidity and reduced flushing are major problems. The information generated by this proposed study is needed for the development of a judicious management program and for the development of guidelines for future use of the bay.

Dade County Shoreline Consolidation Program
(Study)

Estimated Federal Cost	$250,000
Estimated Non-Federal Cost	0
Federal Funds Through FY 83	0
President's Budget FY 84	0
Corps Probable Capabilities FY 84	100,000
State of Florida Request FY 84	100,000

Project Sponsor: Dade County

Project Description:

This is a request for a feasibility study to deal with the recommendations that will result from an ongoing turbidity source study in Biscayne Bay in Dade County. The actual project would place riprap on those coastline areas and spoil islands identified as having excessive erosion.

This shoreline consolidation should reduce turbidity, which in turn should enhance ambient water quality and biological productivity.

The urbanization of North Biscayne Bay has profoundly changed the morphology of the bay and its sedimentary dynamics. A continuing increase in turbidity has been observed and has been attributed to dredging operations in the 1920's and the discharge of large amounts of raw sewage betwen 1920 and 1955. Other sources are apparently keeping turbidity levels elevated today. The most likely sources are the re-release of dredge spoil and the loss of turbidity inhibitors. Unbulkheaded dredged coastal shorelines and spoil islands are a persistent source for the reintroduction of particles to the bay. The loss of mangroves has also removed areas capable of trapping and retaining sediment. FY 84 funding would be used to begin the study.

Project Justification:

Potential project benefits include the continued use of stabilized spoil islands and shorelines and a subsequent decrease in maintenance dredging of navigation channels. Habitat would be created for marine organisms in the riprap, and benthic communities would benefit due to decreased sedimentation and turbidity. Benefits would also include generation of employment opportunities due to the labor intensive nature of the program.

Golden Gate Estates Water Resources Redevelopment
(Study)

Estimated Federal Cost	$1,289,000
Estimated Non-Federal Cost	0
Federal Funds Through FY 83	712,000
President's Budget FY 84	0
Corps Probable Capabilities FY 84	350,000
State of Florida Request FY 84	350,000

Project Sponsor: South Florida Water Management District

Project Description:

This is a study of the feasibility of redeveloping the water management system of the Golden Gate Estates (GGE) area of southwest Florida. The system of canals and other drainage works constructed in the 1960's to provide drainage in the GGE area resulted in substantial damage to the land and water resources of western Collier County. Problems include: disruption of natural flow patterns and water table levels; increased salt water intrusion; frequent and severe wildfires; and abandonment of thousands of acres of prime agricultural lands. There are also indications that the Golden Gate canal system is interfering with water flows to the Big Cypress National Freshwater Preserve and to estuarine areas of the Everglades National Park. Furthermore, recent engineering studies indicate that the system is inadequate as a flood control system and cannot pass a one-in-ten-year storm without flooding.

Project Justification:

The environmental disturbances that have resulted from the GGE canal system are substantial and well documented. A redevelopment of this system is mandatory in order to mitigate continuing and severe disruptions to the water and land resources of not only the GGE area itself, but also to contiguous areas, such as the Fahkahatchee Strand, prime agricultural areas north of GGE, and estuarine areas of Southwest Florida, particularly Fahka Union Bay and Naples Bay. If the present canal system is not significantly modified, adverse effects may also be felt in the nearby Corkscrew Sanctuary and in some estuarine areas of Everglades National Park.

Kissimmee River Survey Review
(Study)

Estimated Federal Cost	$2,490,000
Estimated Non-Federal Cost	0
Federal Funds Through FY 83	2,283,000
President's Budget FY 84	207,000
Corps Probable Capabilities FY 84	207,000
State of Florida Request FY 84	207,000

Project Sponsor: South Florida Water Management District

Project Description:

This study directly addresses problems related in varying degrees to the Corps of Engineers' channelization of the Kissimmee River. The channelization (accomplished by the Corps between 1962 and 1971 as part of the Central and Southern Florida Flood Control Project) has been associated with a series of adverse environmental impacts reflected in the continuing degradation of water quality in the Kissimmee River (C-38), Taylor Creek and Lake Okeechobee and in the significant loss of fish and wildlife resources and habitat. The study is reviewing a set of alternatives (including plans that require dechannelization of all or parts of C-38) that are designed to improve water quality and restore disrupted ecosystem components.

Project Justification:

Channelization of the Kissimmee River was accompanied by a series of adverse environmental impacts reflected in the continuing degradation of water quality in the Kissimmee River and Lake Okeechobee. These unforeseen impacts include: disruption of the normal hydroperiod in the Kissimmee River floodplain and overdrainage; loss of thousands of acres of floodplain marshes; residential encroachment in flood-prone areas in the valley; and loss of environmental amenities. The Kissimmee River Survey Review is the direct result of Florida legislative direction given to the Florida Department of Environmental Regulation and the South Florida Water Management District in 1977.

Six Mile Cypress
(Study)

Estimated Federal Cost	$403,000
Estimated Non-Federal Cost	0
Federal Funds Through FY 83	109,000
President's Budget FY 84	0
Corps Probable Capabilities FY 84	100,000
State of Florida Request FY 84	100,000

Project Sponsor: Lee County

Project Description:

This study focuses on the technical and economic feasibility of two management actions: purchase of a portion of Six Mile Cypress in Lee County and the construction there of permanent water control structures. Lee County, on its own initiative, is purchasing a portion of the project area and desires Federal financial assistance in purchasing areas between Daniels Road and Ten Mile Canal. Permanent water control structures are needed at Ten Mile Canal and Daniels Road. Lee County has constructed temporary structures at these two locations to slow the rate of overdrainage.

The Six Mile Cypress Strand is one of the last major relatively undisturbed cypress areas in Lee County. The strand is located approximately three miles southeast of Fort Myers and runs from State Road 82 southwesterly for ten miles to its juncture with Ten Mile Canal. Over the past several years, development pressures have begun to encroach upon the strand. Overdrainage has occurred, and melaleucas and other exotic plants have begun to replace the native cypress. The Six Mile Cypress strand forms a natural buffer between the Fort Myers urban area to the west and the proposed Regional Airport to the east. A referendum for the public purchase of a major portion of the strand was overwhelmingly approved by the citizens of Lee County in November of 1976.

Project Justification:

The Six Mile Cypress Project could protect a unique natural cypress strand from overdrainage and enhance new cypress tree growth in areas which historically supported such vegetation. This strand of cypress would also provide a natural buffer between the Regional Airport and the urbanized Fort Myers area.

APPENDIX A

RESOLUTION

WHEREAS, the Governor and Cabinet of Florida, sitting as Head of the Department of Natural Resources, on August 1, 1972, rescinded their previous policy supporting completion of the Cross Florida Barge Canal through the Oklawaha River Valley and on that date suspended their support of this project until such time as:

1. A new benefit-cost ratio study, which includes up-to-date interest rates and construction costs and re-evaluation of recreational benefits, is completed and demonstrates to the satisfaction of the State that this is a wise expenditure of taxpayers funds.

2. An environmental impact statement, as required by Section 102 of the National Environmental Policy Act, is completed and available to the State for final evaluation as to the environmental effects of the Canal.

WHEREAS, restudy documents were prepared and released by the U. S. Corps of Engineers in the summer of 1976 and did contain a draft environmental impact statement and a benefit/cost ratio study displaying up-to-date interest rates which were additionally updated in December 1976; and

WHEREAS, the Governor and Cabinet of Florida, sitting as the Head of the Department of Natural Resources, on December 16 and 17, 1976, did consider the restudy documents and take public testimony relative to the Cross Florida Barge Canal;

NOW THEREFORE BE IT RESOLVED THAT:

A. The Governor and Cabinet, sitting as the Head of the Department of Natural Resources, and recognizing the authority of the United States Congress to complete the canal, respectfully:

1. Recommend against completion of the Cross Florida Barge Canal Project.

2. Request the United States Congress to de-authorize the Cross Florida Barge Canal Project.

3. Recommend to the United States Congress that it authorize and appropriate sufficient funds for federal participation in and implementation of the following recommendations:

(a) Establishment of a State-Federal Task Force to study and recommend the best disposition and use of the canal lands with special emphasis on:

(1) Restoration of the Oklawaha River, its designation as a wild and scenic river, and its inclusion in the Ocala National Forest;

(2) Use of other remaining canal lands for public recreational and environmental purposes especially to meet the present and future needs of the canal-area counties; and

(b) Lands previously supplied by the State of Florida to the Federal Government and not necessary for use by the Federal Government for a wild and scenic river system or Ocala National Forest be returned to the State of Florida.

4. Direct the staff of the Department of Natural Resources to coordinate state efforts in an interagency State-Federal Task Force to study and recommend the best disposition and use of the canal lands with special emphasis on restoration of the Oklawaha River, its designation as a wild and scenic river, and its inclusion in the Ocala National Forest.

5. Direct the Division of State Planning of the Department of Administration to study and make specific recommendations for applications to be made by the State of Florida to the United States Congress for funding of sewage treatment construction projects in the State of Florida, for federal impact funds for economically depressed areas, as well as other federal funds which will have an impact on the State of Florida.

B. The Governor and Cabinet, sitting as the Head of the Department of Natural Resources, recommend to the 1977 Florida Legislature that:

1. The responsibilities of the Canal Authority be amended in order to retain public ownership of the lands associated with the project as necessary to accomplish "A" above.

2. Legislation be enacted which will permit appropriate title to be secured for those lands currently held in easement as necessary to accomplish "A" above.

3. Title to the lands associated with the project retained by or returned to an agency of the state be transferred to the Trustees of the Internal Improvement Trust Fund.

4. Chapter 374, Florida Statutes, Part II, (Sections 374.301-374.521) be repealed and any funds remaining in the accounts of the Cross Florida Canal Navigation District and not legally obligated, be returned to the counties in the District on a prorata basis, established by the tax monies furnished to the District by these counties.

5. Section 20.25(12), Florida Statutes, be amended to read "The canal authority of the State of Florida, created under part I of Chapter 374, is transferred by a type three transfer to the Department of Natural Resources and the functions shall be assigned to the Division of Resource Management".

6. All such state lands determined not to be necessary for recreation, wildlife or environmental preservation be sold at public sale to the highest bidder and the funds derived be refunded to the counties involved on a prorata basis in the manner established by the tax monies furnished by these counties for the Cross Florida Canal Navigation District. The total monies refunded to the various counties are to be calculated by converting the actual amount furnished to its present dollar value giving the effect of interest charged at average market rates being compounded annually over the total period of financial commitment. Should the funds so derived be in excess, any surplus will be returned to the different counties on a prorata basis. Should the funds so derived be insufficient, the Governor and Cabinet, sitting

as Head of the Department of Natural Resources, recommend to the Florida Legislature that they appropriate sufficient funds to fulfill this obligation.

C. The Governor and Cabinet, sitting as Head of the Department of Natural Resources, direct the staff of the Department of Natural Resources, upon approval and implementation of "B.5", to prepare any additional legislative recommendations for use or disposition of resources and facilities of the project consistent with the above recommendations.

DONE AND EXECUTED at Tallahassee, Florida, this 17th day of January, 1977, A. D.

Reubin O'D Askew
Governor

Bruce A Smathers
Secretary of State

L. Shevin
Attorney General

Gerald A Lewis
Comptroller

Bill Gunter
Treasurer

Commissioner of Agriculture

Ralph D. Turlington
Commissioner of Education

As and Constituting the Head of the
State of Florida Department of
Natural Resources.

ATTEST:

Mary C. Noah
Secretary

APPENDIX B

STATEMENT OF GOV. BOB GRAHAM OF FLORIDA

The State of Florida believes that important changes in federal policy on nonstructural measures for water management are vitally important to the nation's water future. The federal government has not kept pace with some new approaches to water project planning and implementation. State and federal agencies are handicapped in attempts to develop the best plans for the conservation and development of our limited water resources in ways that minimize the need for expensive, environmentally-damaging dams, canals locks, channels, and other structures.

Nonstructural water management means adapting to existing hydrologic conditions rather than trying to modify them. The nonstructural approach frequently has many advantages over structural alternatives. For example, it is often more adaptable to changing circumstances than fixed structures. It also can, in many cases, provide a greater degree of certainty and safety. Floodplain acquisition programs avoid structural risks or engineering problems. Nonstructural alternatives can actually be beneficial rather than destructive for the environment. Energy savings can also accrue from selecting nonstructural alternatives since many of them require no continuing, long-term energy investments. Nonstructural measures can also sometimes be accomplished more quickly than structural alternatives. Dams, locks, and navigation channels can require decades for construction, but sometimes simple changes in management of existing structures can be implemented in a fraction of that time. Lastly, nonstructural measures can be less costly than structural measures.

By "nonstructural alternatives" we mean a host of means for dealing with water problems other than the conventional structural approach. "Nonstructural" is not synonomous with land acquisition. Although frequently it is the case that acquisition of some areas is the best alternative, there are often other, less costly, less intrusive, nonstructural choices. Rather than navigation channel deepening, particularly for inland waterways, there can sometimes be vessel modification, ship scheduling or improved water depth forecasting. Rather than building a traditional flood storage reservoir, there could be floodplain acquisition or regulation. Rather than construction of a water supply reservoir, there can be more efficient use of existing water supplies.

We recognize that neither approach is the entire answer to the nation's water problems. Often, the best solution to a water problem will involve a combination of structural and nonstructural components.

Florida's Interest in Nonstructural Alternatives

Florida has made much progress in implementing nonstructural alternatives, but with only limited assistance from the federal government. These state initiatives include the setting of coastal construction setback lines, adoption of state policy encouraging nonstructural water management, and significant land acquisition programs.

In the area of land acquisition, hundreds of millions of Florida tax dollars have been devoted to essential land acquisition that serves the purposes of water management. The five regional water management districts in Florida have spent in excess of 150 million dollars on land acquisition for flood protection, water conservation, water supply, and other water management purposes.

Florida's Environmentally Endangered Lands Program has already purchased approximately 180 million dollars worth of land in the last eight years. Many of these acquisitions have served important water management purposes. Furthermore, the State Conservation and Recreation Lands Program is generating twenty million dollars per year for land and water areas acquisition. The "Save Our Rivers" program, recently enacted by the Florida Legislature, will provide an additional 350 million dollars over the next ten years for acquisition of water management lands. These programs are in addition to state matching funds towards the federal Land and Water Conservation Fund program.

Our activities, we believe, are justified on economic and environmental grounds. However, much of the state's nonstructural program has been undertaken with only limited federal assistance, and the program has not achieved its full potential. The financial burden will be made heavier in the future because the water management districts are emphasizing nonstructural alternatives, including land acquisitions, more than they have in the past. A great problem is that under the existing project authorizations, local sponsors (the water management districts) must buy all lands for a new nonstructural management alternative, without any federal participation, even if that alternative would be more effective and less costly than a structural alternative.

The State's Public Works Program

The state's proposals to Congress for public works projects have also sought to emphasize nonstructural alternatives for water management. Under Chapter 373, F.S., potential local sponsors for public works projects participate in a state government review process. The state, in turn, annually presents the results of this selection process to the Office of Management and Budget and to Congress for their support. The state's FY 1982 public works program request includes six feasibility studies of water resource problems which we believe have nonstructural solutions.

In addition, other public works project sponsors in Florida are considering nonstructural alternatives as part of future project planning. All of these studies may result soon in recommendations for improved local land use planning, revised water level schedules, land acquisition, or other nonstructural measures. For such nonstructural alternatives to receive equal consideration at the local, state and federal level, they must receive equal treatment by field planners and have an equal chance with structural alternatives of being supported by higher echelons of the Corps of Engineers, OMB, and the Congress.

Needed Action at the Federal Level

Although some progress has been made in implementing nonstructural alternatives, obstacles remain. The relatively new emphasis on nonstructural approaches in designing and operating projects has out-paced the federal government's planning and budgeting process. We have a number of specific recommendations that will help to ensure that nonstructural approaches can be treated more equally with structural solutions.

1. Demonstration of interest at the Washington Level

   Field planners must receive clear signals from Washington that nonstructural approaches will get a receptive hearing in Washington. Policy statements alone will not do the job: there must be unmistakable evidence that cost-effective nonstructural solutions will not be blocked higher up in the chain of command, in OMB, or in Congress.

   These signals could take several forms. One could be an effort directed by the headquarters offices of the agencies, to identify and fund some promising nonstructural projects. Congress could mandate this specific activity, and fund the resulting recommended projects.

2. Changes in Project Authorization

   The terms of project authorizations require the local sponsor to provide "all lands" necessary for the project. When actual project planning is done, the preferred implementation alternative may involve more land acquisition than was originally anticipated. However, this process imposes additional costs only on the local sponsors. The federal government will not, under the terms of the project authorization, contribute to unanticipated land acquisition. Unsurprisingly, the land acquisition alternatives appear unattractive to the local sponsors.

   Removing this penalty for nonstructural alternatives is essential if they are to receive fair treatment in project planning and implementation. Congress should require the Corps of Engineers and the other water project planning agencies to deduct unanticipated costs of land acquisition from the local sponsor share of total project costs.

3. Improvements in Section 1362 and Section 73

Section 1362 of the Flood Insurance Act of 1973 authorizes post-flood acquisition of damaged properties, when cost-effective. By funding this program, Congress could save the nation the endless cycle of paying for disaster assistance in floodprone areas. Section 73 of the Flood Control Act of 1974 specifies the cost share for nonstructural flood control alternatives at twenty percent, making the cost share equal to cost shares for structural alternatives. This equality of treatment should extend to all authorized project purposes, rather than being limited to flood control. In addition, the policies of Section 73 should be applicable to project authorizations, approved before 1974.

4. Retain the Existing Framework of "Principles and Standards"

The recent revisions to the "Principles, Standards and Procedures", promulgated by the U.S. Water Resources Council, specify generally sound economic and environmental assessments, and explicitly require equal treatment for nonstructural alternatives. We see no need for major revisions.

5. Strengthen the Flood Insurance Program

It doesn't make sense to encourage people to live in hazardous floodprone locations. Yet, that is exactly what the flood insurance program does by not enforcing strong enough building requirements and by a seventy-five percent subsidy of many flood insurance premiums. The insurance program needs three improvements:

a. Improve the federal monitoring of the local building code enforcement required under the flood insurance program.

b. Make the program actuarially sound, by elimination of subsidies for new developments. Insurance rate-setting should more accurately reflect actual hazard risks. Hundreds of millions of dollars can be saved every year.

c. Accelerate flood insurance mapping, so that insurance rates can reflect actual hazards. The present slow rate of mapping denies local governments the capacity to exclude inappropriate development of the floodplain - local governments simply don't know where the limits of the floodplain are. This delay is especially serious for fast-growing states, where new developments are often proposed for lands originally bypassed by prior development.

6. Consider Reforms in Other Subsidies for Hazardous Development

A wide range of federal programs repay people for the damages done resulting from natural disasters, without always encouraging the recipients to avoid the risks of reoccurrence. In some cases, federal programs directly subsidize development in hazardous areas. The federal share of the costs of developing barrier islands, for example, can sometimes be quite large. The federal share of the cost of roads, wastewater treatment plants, water supply systems, public schools and other facilities can be the determining factor in this type of development. Congress should eliminate these subsidies when they are not cost-effective or when they encourage unwise development in hazardous or environmentally-sensitive areas.

Another example is provided by Small Business Administration Loans. Often given at very low interest rates, with deferred repayment, they present very attractive reasons to ignore the costs of hazard. Congress should critically examine these programs to determine whether reforms are needed to prevent the unwise rebuilding of damaged structures.

7. Develop Better Plans for Recovery After Water Crises

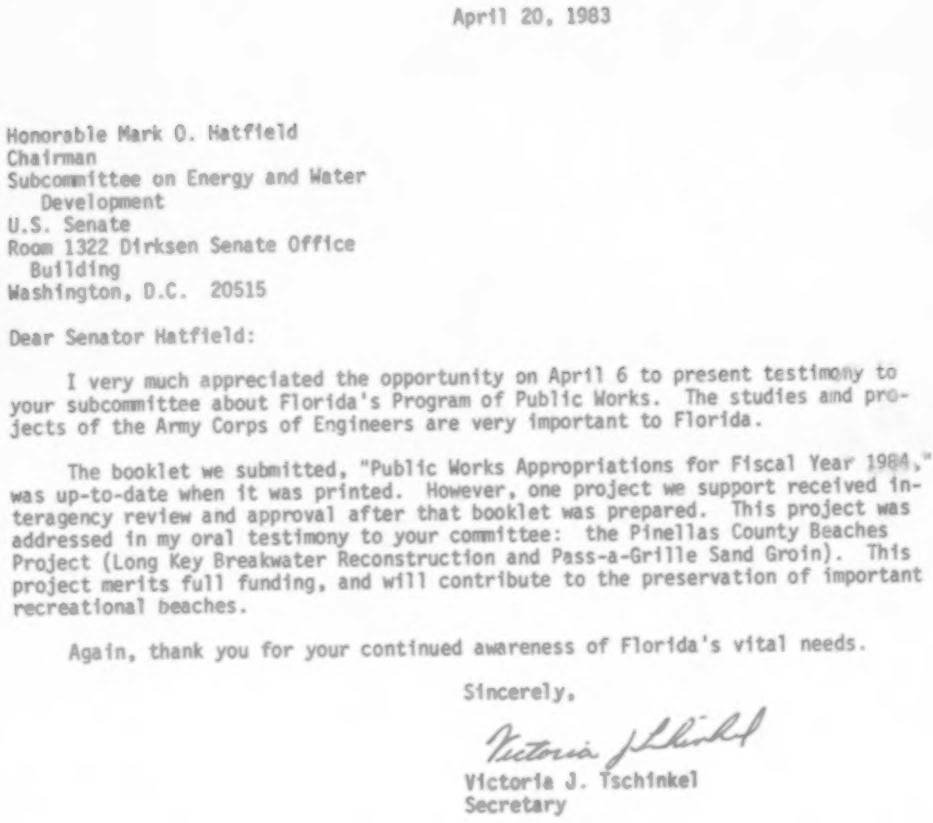
We can be certain that future droughts and floods will occur. We know that someday a killer hurricane will smash into our coastal cities and cause massive devastation. The federal government must work with state and local governments to assure that, in the understandable urge to "do something" after a disaster, unjustified structural projects are not built or rebuilt.

We must begin now to plan for acquiring the coastal areas destroyed by that hurricane, if acquisition is justified. Too often, ho. and business unwisely located in hazardous areas are quickly rebuilt, rather than relocated, and the threat of destruction is recreated by man's actions. The Army Corps of Engineers, and other agencies, should receive Congressional directives to seek out nonstructural solutions after disasters, before attempting rebuilding.

Summary

The State of Florida is strongly supportive of nonstructural approaches to the solution of water problems. At present, the nonstructural approach does not receive equal treatment with structural approaches. We encourage the Congress to enact several measures that will help to remove this inequality.

LETTER FROM VICTORIA TSCHINKEL, SECRETARY, FLORIDA DEPARTMENT OF ENVIRONMENTAL REGULATION



April 20, 1983

Honorable Mark O. Hatfield
Chairman
Subcommittee on Energy and Water
Development
U.S. Senate
Room 1322 Dirksen Senate Office
Building
Washington, D.C. 20515

Dear Senator Hatfield:

I very much appreciated the opportunity on April 6 to present testimony to your subcommittee about Florida's Program of Public Works. The studies and projects of the Army Corps of Engineers are very important to Florida.

The booklet we submitted, "Public Works Appropriations for Fiscal Year 1984," was up-to-date when it was printed. However, one project we support received interagency review and approval after that booklet was prepared. This project was addressed in my oral testimony to your committee: the Pinellas County Beaches Project (Long Key Breakwater Reconstruction and Pass-a-Grille Sand Groin). This project merits full funding, and will contribute to the preservation of important recreational beaches.

Again, thank you for your continued awareness of Florida's vital needs.

Sincerely,

Victoria

Victoria J. Tschinkel
Secretary

TEXAS WATER RESOURCE DEVELOPMENT

STATEMENT OF HON. JACK BROOKS, U.S. REPRESENTATIVE FROM TEXAS

Senator BURDICK. The next witness will be the congressional representation from Texas. I see Congressman Brooks is here, an old friend of mine from way back when.

Mr. BROOKS. Don't tell.

Senator BURDICK. I won't tell.

Mr. BROOKS. I want to thank you very much for the opportunity to testify. The subcommittee has a copy of my statement, and I will condense that. Senator Bentsen and Senator Tower have long supported these projects. Undoubtedly they will appear later for their statewide presentations, but they are in support of these projects and have been very helpful to us.

I am glad to support the funding of all the items included in the budget. We will submit a list of them rather than go over them again now.

In addition, I request two projects authorized in 1980, not in the budget for fiscal 1984, be funded to the full extent of the Corps capability. That is Dickinson Bayou flood control project for $270,000, and the Pleasure Island at Port Arthur study for $280,000. The objective of the Dickinson Bayou study is to determine the feasibility of nonstructural and structural measures to reduce the substantial flood damages.

The Taylors Bayou drainage and flood control project, authorized in 1965, is now under construction. The Corps of Engineers has completed work on the outfall canal portion of this project and is ready to begin construction on the saltwater barrier. To assist the Corps in doing this, we are asking for the total expressed capability of $3.1 million. They put in the budget, I think, about $2.6 million.

CLEAR CREEK FLOOD CONTROL PROJECT, TEXAS

Also, I am requesting two other projects authorized, but not included in the budget for fiscal year 1984 be funded for initial construction purposes. The Clear Creek watershed project is located south of the cities of Houston and Pasadena and lies within portions of Galveston County, which I represent, and Harris, Brazoria, and Fort Bend Counties, bordering on Congressmen Mike Andrews and Ron Paul districts. This is our ecumenical project. We have Republicans and Democrats in support.

A major flood problem exists from inadequate channel capacity to handle floods originating within that watershed. Residents suffer tremendously from flooding. I urge your committee to appropriate $300,000 to allow the Corps to begin work on the first reach of the channel beginning at the mouth of Clear Creek to a point near Highway 3. Harris County has already begun work funded by money raised locally, so you know they are deeply committed to the necessity of this project.

NECHES RIVER SALTWATER BARRIER

I also request that the Neches River saltwater barrier project be funded for $700,000. This will allow the Corps of Engineers to begin construction on a mile-long access road from Interstate 10 to the site of the barrier itself. It is also my understanding that the budget has $700,000 for the channel to Liberty project and the Corps of Engineers has advised me that in order to maintain the existing 6-foot project, they need an appropriation of $1,232,000. Congressman Charlie Wilson and I share that interest.

Congressman Wilson and I also share an interest in getting the Pine Island Bayou study underway since it borders on both of our districts. I support an appropriation of $225,000 for this important project, which is the Corps of Engineers' capability. And, Mr. Chairman, there is no funding in the budget for the Texas City and vicinity hurricane protection project. They have enough money to complete this year.

INTRODUCTION OF SUPPORTING WITNESSES

I appreciate your kind consideration. I have with me an army of supports who will not testify but who are here because they are supporting Senator Lloyd Bentsen and some of them support me from the city of Dickinson. If they will just stand, may I introduce them if they don't make a speech, is that fair enough?

Senator BURDICK. Fair enough.

Mr. BROOKS. From the city of Dickinson, Mayor Robert Holley; City Administrator Luther Morgan. From the city of Friendswood, Mayor Ralph Lowe and his wife Mrs. Lowe; Councilman Bob Wicklander and Mrs. Wicklander; former Councilman Paul Maaz and Mrs. Maaz.

From the city of Galveston, Doug Matthews, assistant city manager, here in the back standing up. From the city of League City, Mayor Joe Lamb; Councilman Ed Poole; Councilman Kent Brown. From the city of Port Arthur, "Landslide" Arthur Guidry who was just reelected. [Laughter.] From the county of Galveston, Judge Ray Holbrook—did Mama come with you this time—yes, Mrs. Irma Holbrook; Commissioner Frank Carmona, Commissioner Paul Hopkins, and Commissioner Billy Jack Pegues. From Jefferson County, Judge Richard LeBlanc.

From Beaumont Navigation District and Lower Neches Valley Authority, Hubert Oxford III. From the Port of Galveston, Gene Poe. From Brazoria County Drainage District No. 4, Chairman Darrel Shannon, Treasurer Bill Hunter, and General Manager Lloyd Yost. From Clear Creek Drainage District, Secretary-Treasurer Carl Smith. From Galveston County Drainage District No. 2, Chairman Max Dorsett. From Jefferson County Drainage District No. 6, President Sam Smith, Mrs. Smith, Commissioner Josh Allen, Sr.

Did Josh Allen, Jr., get here? Josh, Jr., is here, our youngest delegate; Commissioner Robert Rodgers, Manager Ronnie Platt, and his wife, Mrs. Platt. From Jefferson County Drainage District No. 7, Chairman Eugene Rasheta way in the back; Julian Coghill, Duffy Adair, brand new commissioner; Commissioner Robert A. Smith; Commissioner Joe Lidy; Manager Leo Bryant; and Engineer Tom Hogan.

SUPPORTING STATEMENTS

I will also submit for the consideration of the subcommittee statements in support of these projects from the cities of Beaumont, Dickinson, Friendswood, Galveston, Groves, La Marque, Nederland, Port Arthur, and Texas City. From the counties of Harris, Jefferson, and Galveston. From the ports of Beaumont, Galveston, and Port Arthur. From the chambers of commerce of Beaumont, Dickinson, Port Arthur, and Texas City-La Marque. From the Beaumont Navigation District; Brazoria County Drainage District No. 4; Chambers-Liberty Counties Navigation District; Clear Creek Drainage District; Coastal Soil and Water Conservation District; Galveston County Drainage District No. 2; Jefferson County Drainage District Nos. 3, 6, and 7; Lower Neches Valley Authority; and League of Women Voters of Beaumont.

If you have any questions, we will try and answer them. In the meantime, we are supporting Bentsen and some of them are supporting Tower.

Senator BURDICK. Congressman, is there anybody left in Texas?

Mr. BROOKS. They really need it—not kidding. I used to serve with your dad. You know what your daddy did, he wore a rope for a belt. The old man was a Republican and unreconstructed, though, I will say. One time they were getting ready to roll me in the House. The usher came and told me, "They are getting ready to do you in, boy. Don't let them do it—tell you what to do." He was right. He was a good parliamentarian, astute politician, and he saved my skin that day, and I have loved him ever since.

Senator BURDICK. Thank you.

Senator Bentsen?

Senator ABDNOR. Just a minute, I just want to say that for years I have wanted to know the secret to your success, Jack, and now I know. [Laughter.]

Mr. BROOKS. Thank you.

[The statements follow:]

STATEMENT OF CONGRESSMAN JACK BROOKS

Mr. Chairman, thank you for the opportunity to appear today to urge the subcommittee's favorable consideration of the public works projects for the Ninth Congressional District of Texas included in the fiscal year 1984 budget.

Mr. Chairman, I support funding those items included in the budget proposal and in the interest of time will submit a list of them with my statement rather than discuss each one individually.

In addition, I am requesting that two projects which were authorized in 1980 but which are not in the budget for fiscal year 1984 be funded to the full extent of the Corps of Engineers' capability. These are the Dickinson Bayou flood control study for $270,000 and the Pleasure Island at Port Arthur study for $280,000. The objective of the Dickinson Bayou study is to determine the feasibility of nonstructural and structural measures to reduce the substantial flood damages in the Dickinson Bayou watershed where flooding has caused unbelievable hardship to its residents. The Pleasure Island study will determine the cause of and evaluate possible solutions to the serious erosion problem occurring along the north and westerly side of the 18-mile long island. I believe both are worthy of your support.

The Taylors Bayou drainage and flood control project, authorized in 1965, is now under construction. The Corps of Engineers has completed work on the outfall canal portion of this project and is ready to begin construction on the saltwater barrier. In order to assist the Corps in expediting this project, I would request that it be funded to their expressed capability, which is $3.1 million.

Also, Mr. Chairman, I am requesting that two other projects which are authorized, but which were not included in the budget for fiscal year 1984, be funded for initial construction purposes. The Clear Creek watershed is located south of the cities of Houston and Pasadena and lies within portions of Galveston County, which I represent, and Harris, Brazoria, and Fort Bend Counties, bordering on Congressmen Mike Andrews and Ron Paul. A major flood problem exists from inadequate channel capacity to contain floods originating within the watershed. The watershed is extensively developed and contains dwellings and land of high value. The residents in that area have already suffered tremendously from flooding. It's time for this project, which was authorized in 1968, to proceed to construction and I urge your subcommittee to appropriate $300,000 to allow the Corps to begin work at the first reach of the channel beginning at the mouth of Clear Creek at Clear Lake to a point near Highway 3. It is my understanding that Harris County has already begun work on the Clear Creek outlet, which they have funded by money raised locally.

I also request that the Neches River saltwater barrier project be funded for $700,000. This amount will allow the Corps of Engineers to begin construction on a mile-long access road from Interstate Highway 10 to the site of the barrier itself. I strongly support both of these projects, Mr. Chairman, and, again, urge your subcommittee's favorable consideration of them.

It is also my understanding that there is $7,000 in the fiscal year 1984 budget for the channel to Liberty project. The Corps of Engineers has advised me that in order to maintain the existing 6-foot project, they need an appropriation of $1,232,000. It is my hope that this subcommittee will include that amount in its legislation. This is in Congressman Wilson's district, of course.

Charles Wilson and I also share an interest in getting the Pine Island Bayou study underway since it borders on both of our congressional districts. I support an appropriation of $225,000 for this important project, which is the Corps of Engineers' capability.

Mr. Chairman, there is no funding in the budget for the Texas City and vicinity hurricane protection project. I am pleased to relate that the Corps of Engineers has sufficient funding for completion this year.

Mr. Chairman, again I appreciate your kind consideration. All of these Federal public works projects are critical to the economic development of my district with its many petrochemical plants and heavy industrial operations so vital to our entire country. Ports along the Texas gulf coast are anintegralpart of the economy of this Nation. These projects insure the productivity and growth of that area and help to remove the ever-present threat of flooding and its tragic effects.

I have with me today a number of persons vitally concerned with these projects. They are here to support these statements and to answer any questions the subcommittee may have.

NINTH DISTRICT, TEXAS, PROJECTS—FISCAL YEAR 1984 FUNDING REQUEST

[In thousands of dollars]

Project or study	Fiscal year 1984— President's budget	Capability	Congressman Brooks' request
Surveys:			
Dickinson Bayou[1]		$270	$270
Galveston Bay area navigation	$168	168	168
Pine Island Bayou[1]		225	225
Pleasure Island at Port Arthur[1]		280	280
Advance engineering and design:			
Clear Creek	152	152	152
Neches River and tributaries, salt water barrier at Beaumont[1]		200	200
Construction:			
Clear Creek[2]			300
Highland Bayou	100	100	100
Neches River and tributaries, salt water barrier at Beaumont[2]			700
Taylors Bayou[3]	2,600	3,100	3,100
Operation and maintenance:			
Galveston Harbor and channel	3,978	3,978	3,978
Gulf Intracoastal Waterway	13,993	13,993	13,993
Houston ship channel	12,962	12,962	12,962
Sabine-Neches Waterway	9,922	9,922	9,922
Texas City channel	2,350	2,350	2,350
Trinity River Channel to Liberty[3]	7	1,232	1,232
Wallisville Lake—Trinity River	65	65	65

[1] Project not in budget for which the Corps' capability is requested.

[2] Project not in budget for which there is no expressed Corps' capability but for which funds are being requested.

[3] Project with higher Corps' capability for which the higher amount is requested.

STATEMENT OF PHILIP W. RUTTER, MAYOR, BROOKSIDE VILLAGE, TEX.

The city of Brookside is hereby urging your support for appropriation of funds of $152,000 for engineering work and $300,000 for construction for the Clear Creek project in Brazoria County. Tex.

The Clear Creek project has been continuing for the past 17 years and is to the point where it needs all of our utmost attention to protect the people of this area.

We, the people of Brookside, hope you can help us join together to proceed with this project as soon as possible.

STATEMENT OF R. P. LEBLANC, JR., COUNTY JUDGE, JEFFERSON COUNTY (TEX.) COMMISSIONERS' COURT

The Commissioners' Court of Jefferson County, Tex., would like to go on record in support of the following projects which pertain to Jefferson County, and will be presented by Congressman Jack Brooks on Wednesday, April 6, 1983: Sabine-Neches Waterway, Taylors Bayou, Gulf Intracoastal Waterway, Pleasure Island, and Neches River saltwater barrier.

It is our opinion that such projects should be included in the 1984 budget as these projects are vital to our area and are in the best interest of the citizens of Jefferson County.

STATEMENT OF JAMES W. MARTIN, PORT DIRECTOR, PORT OF BEAUMONT, TEX.

The Port of Beaumont Navigation District of Jefferson County, Tex., strongly supports that item in the fiscal year 1984 budget for public works which proposes a total of $9,922,000 for continued operation and maintenance of the Sabine-Neches Waterway and respectfully urges favorable consideration and action by your committee.

In this connection, the Port of Beaumont Navigation District of Jefferson County fully supports the statement submitted by the Beaumont Navigation District of Jefferson County, local sponsor of the waterway as authorized by Congress.

The Port of Beaumont Navigation District of Jefferson County is the agency which operates and maintains the public wharves of the Port of Beaumont.

Proper maintenance of this waterway is absolutely essential if the marine terminals in our area are to continue operating at maximum efficiency.

We respectfully urge your committee to approve the requested funds.

STATEMENT OF LEAGUE OF WOMEN VOTERS OF BEAUMONT, TEX.

The Beaumont League of Women Voters supports the continued funding of the Army Corps of Engineers Taylor's Bayou project in southeast Texas. Our league conducted a study of the Taylor's Bayou project and of the continued flooding problems in Beaumont and southeast Texas. We came to the consensus that the bayou project is the key to solving the drainage problems of our area. Without the necessary funding for the project, drainage plans for the city of Beaumont and Hillebrant Bayou will not work properly.

We urge you to support this project with the necessary Federal appropriations.

STATEMENT OF BEAUMONT NAVIGATION DISTRICT, JEFFERSON COUNTY, TEX.

SABINE-NECHES WATERWAY

The Beaumont Navigation District of Jefferson County, Texas is the local sponsor of the Sabine-Neches Waterway as authorized by Congress.

The Sabine-Neches Waterway is a federally maintained navigation project extending from the Gulf of Mexico, through a jettied entrance at the mouth of Sabine Pass, inland to the deepwater ports of Port Arthur, Beaumont, and Orange, Texas, a total distance of approximately 84 miles. The project included deep draft channels of the following dimensions; 42 feet deep and 800 feet wide across the Sabine Bank in the Gulf of Mexico; 40 feet deep and a varying width of 800 feet to 500 feet through the jetty channel; a depth of 40 feet and a width of 500 feet from the jetty channel to the Turning Basins at Port Arthur; a 40 foot depth and a 400 foot width from Port Arthur via the Sabine-Neches Canal and the Neches River to the Port of Beaumont; a 30 foot depth and a 200 foot width from mouth of Neches River upstream thru the Sabine River to the Port of Orange.

In addition to the above dry cargo ports, Mobil Oil Corporation, Texaco, Incorporated, Gulf Oil Company - U. S., American Petrofina Company of Texas and Union Oil Company of California have located their major refineries along this ship channel. These five refineries have a total rated processing capacity of 1,339,000 barrels of crude oil per day. This is approximately 12% of the nation's refining capacity. A great majority of this crude oil is imported by tankers through this waterway and the ports and energy related industries along this channel have billions of dollars invested in wharves, docks and plant installations. A recent survey reveals that an energy related industry expansion and replacement program of approximately 600 million dollars will be underway within the next year, and, additional expansion has been planned for the future.

In addition to providing crude oil to the local refineries, Sunoco also furnishes the Texoma Pipe Line with considerable oil for this facility. This pipeline originates on our ship channel above Port Arthur, Texas and terminates at Cushing, Oklahoma, at which point crude oil is carried by connecting pipelines to the midwest, the ultimate capacity of the Texoma line being 600,000 barrels per day. The Department of Energy has invested in excess of 35 million dollars in Sunoco's facilities, not including the cost of a pipeline to the Hackberry Strategic Reserve Salt Dome oil storage terminal, nor does it include the development of the Big Hill Storage Terminal, the construction of which was recently initiated. The majority of this commodity is foreign imported crude oil and the handling requires the use of many large tankers which further congest this already extensively used waterway.

All of the foregoing development is largely due to the existence of the Sabine - Neches Waterway, our area's life line to the world for its exports and imports.

This extensive and expanding complex comprises a critical basic energy related industry that is absolutely vital to the nation's economic and energy needs. Their diminution for any reason would have a deleterious effect nationally as well as regionally.

The Corps of Engineers found that in 1981 there was in excess of 66,000,000 tons of dry and liquid cargo shipping on this waterway. Shipping of this magnitude necessarily involves the use of a great many vessels which, of course, creates congestion on the waterway. To compound the problem, the present size of the grain ships, oil tankers and other cargo ships using this waterway are such that an even deeper and wider channel is badly needed.

Recent studies by the Corps of Engineers and complaints from the shipping industry reflect that there is serious siltation and shoaling in the Gulf entrance channel at Sabine, with extensive shoaling along several reaches of the inland channels. They find that these conditions will rapidly become worse and if not corrected, eventually the channel could be closed to deep sea navigation.

In correcting these conditions it will decrease chances of collisions and groundings of the many hundreds of vessels carrying crude oil and refined products. Such occurences, as stated by the Corps of Engineers in their environmental impact report "would result in adverse environmental impact and public health hazards". Failure to maintain the channel would result in severe adverse economic effects on the project area, the state and the nation. Effects would include loss of billions of dollars worth of facilities adjacent to the channel, loss of employment for thousands of people and disruption of the manufacture and transportation of a significant portion of the nation's "fossil fuel supply".

The Corps of Engineers' breakdown of the 9 million 9 hundred twenty-two thousand dollars included in the proposed budget for F.Y. 1984 is as follows: $4,725,000 for dredging the Sabine Entrance Channel; $2,300,000 for dredging the Port Arthur Canal; $2,470,000 for dredging Sabine-Neches Canal (Section B); administration, engineering, surveys, etc., $427,000.

As the sponsoring agency, Beaumont Navigation District stands ready to provide all needed disposal land areas, rights-of-way, relocations and confining structures for this project.

The District, representing the above mentioned many ports, refineries, grain elevators and other shippers using this Waterway, supported by our Congressman, the Honorable Jack Brooks, respectfully request your favorable consideration for the inclusion of 9 million 9 hundred twenty-two thousand dollars in the F. Y. 1984 budget, in order that this badly needed work can be accomplished.

TAYLORS BAYOU

The Beaumont Navigation District, as one of the sponsors of the Taylors Bayou Drainage and Flood Control Project is responsible for the operation of the Navigation and Salt Water barrier gates near the mouth of Taylors Bayou.

Over a forty year period we have been in a position to observe the numerous artifical changes in the area that have adversely effected drainage of this stream.

The first set of existing gates were installed in 1937 and functioned as salt water barriers, not as flood gates. Later the J. D. Murphee Wildlife Management Area was created by constructing a system of levees along Taylors Bayou and the Intracoastal Canal restricting the natural course of flood waters across the wet lands into the Intracoastal and thence to the Gulf. Then in 1972, the Rhodair Gulley, Lakeside and Alligator Bayou pump stations of the Port Arthur Hurricane Protection System were installed. These pumps have a combined capacity of over two million gallons per minute and discharge into the lower reach of Taylors Bayou just above and below the salt water gates. These pumps operate during periods of flooding, raising the level of the Bayou which backs water up into homes and streets of Beaumont. State highway 73 running from Port Arthur west to Winnie is yet another obstruction to the traditional flow of water from the developed section of Beaumont toward the Gulf. During a rain of any magnitude, a one to three foot differential builds up on the North side of this highway, holding water on the developed areas of North Jefferson County.

Funds to continue construction on Phase I of the Taylors Bayou Project are urgently needed this year before more damage is inflicted on the home owners and businesses of our community. In all of the five public hearings held on this project during the past 35 years, Phase I (opening up the lower end of Taylors Bayou) has been the most acceptable part of the project, even from an environmental standpoint.

As one of the sponsoring agencies, Beaumont Navigation District stands ready to meet its commitments to furnish its share of the local assurances required.

The District, representing the people and industries of this district, and supported by our Congressman, the Honorable Jack Brooks, respectfully request that 2 million 6 hundred thousand dollars be included in the F.Y. 1984 budget, in order that this highly important work be continued.

STATEMENT OF BERNIS W. SADLER, MAYOR, PORT ARTHUR, TEX.

SABINE-NECHES WATERWAY (OPERATION AND MAINTENANCE)

The City of Port Arthur would like to go on record for approval of the Fiscal Year 1983 funds, $9,922,000, as requested by our Honorable Congressman Jack Brooks.

The economic wellbeing of all citizens in Southeast Texas and this Nation is dependent upon adequate deep water for the transportation of goods produced to serve the Nation. Approximately 11% of the Nation's oil supply is handled in this area.

Your favorable action would be appreciated.

TAYLORS BAYOU (CONSTRUCTION)

The City of Port Arthur fully supports the request of Jefferson County Drainage District #6 for the Fiscal Year 1983 for $2,600,000 to plan for the construction of flood control on Taylor's Bayou, which drains the largest watershed area in Jefferson County.

Serious drainage problems in Beaumont and in the extraterritorial area of Port Arthur have caused major damage by the flooding of this Bayou. The flooding was caused by the normal development of the upper watershed area, certain restrictions in the lower watershed area and heavy rains this past year.

The City of Port Arthur wishes to go on record in support of this flood control project and encourages you to approve funds for the continuation of this project.

GULF INTRACOASTAL WATERWAY (OPERATION AND MAINTENANCE)

The City of Port Arthur fully supports the request for $13,993,000 for operation and maintenance of the Intracoastal Waterway System.

Approximately 12 miles of the busiest part of this waterway is within the City limits of Port Arthur, and it plays a vital role in serving the major industry of this area.

The City of Port Arthur would like to go on record in support of this important waterway system and encourages you to approve funds for continued operation and maintenance.

PLEASURE ISLAND AT PORT ARTHUR (BANK EROSION SURVEY)

This letter is to urge the Energy and Water Development Subcommittee to include funds for Pleasure Island (Bank Erosion Survey). This is a valuable strip of land for recreational, commercial and industrial use, approximately 16 miles long, that is being rapidly eroded away by the wave action of ships and boats, which is destroying approximately 25 acres of land each year.

This soil is normally washed back into the ship channel and has to be removed annually, causing expensive maintenance in the upkeep of this important waterway.

A major State highway is also being endangered by this erosion. The land area usefulness as a barrier against hurricane wave action is being destroyed.

Again, we urge that the Federal government make a thorough investigation into this severe problem that exists along the Sabine Neches waterway.

NECHES RIVER SALT BARRIER (CONSTRUCTION)

The City of Port Arthur urges funding for the Neches River Salt Water Barrier. This barrier will prevent salt water from intruding into Port Arthur's source of drinking water, industrial water and agricultural water.

This project is very important to the Beaumont-Port Arthur area.

STATEMENT OF GEORGE BOSTICK, PRESIDENT, GREATER TEXAS CITY-LA MARQUE CHAMBER OF COMMERCE

The Greater Texas City - La Marque Chamber of Commerce urges approval of requested funding (1984 Budget) for Texas City Channel (operations & maintenance). The Channel which provides access to the port of Texas City, accomodates more than 33 million tons of shipping annually. This cargo consists of raw materials for and finished products from the comply of petroleum refineries and chemical plants which are the economic base for Texas City and La Marque and the entire lower Galveston County area.

Thousands of manufacturing jobs in basic industry, in addition to many thousands more in support of service and retail businesses depend to a major degree upon the cargo handled through this port. The National interest is served in terms of National defense. Also, in addition to economic impact of properly operated and maintained access to the port, the highly flammable nature of cargo involved make good management a prerequisite for marine safety; and indeed the safety and welfare of all citizens in the community.

While not within political boundries of Texas City and La Marque, the Chamber would also like to express support for two projects not in FY 1984, but for which funding will be requested. These are:

1. *Dickinson Bayou (flood control and survey).*
2. *Clear Creek (construction).*

Both projects are needed to advert repetition of wide spread flooding in our neighboring communities during the torrential rains that accompany storms and hurricanes. Both physical and economical welfare of the entire community are affected and will be favorably impacted by the appropriation of these funds.

Thank you for your attention and consideration of these matters.

STATEMENT OF JEFFERSON COUNTY (TEX.) DRAINAGE DISTRICT NO. 3

After many years of hard work, we are now seeing progress being made in the widening and deepening of the lower regions of the Taylors Bayou Project. The first contract of Phase I of the total project has been completed and Contract II can be let in mid to late summer of 1983. Each step brings us closer to our goal of providing much needed flood relief for the citizens of our area.

Jefferson County Drainage District, by nearly a 4-to-1 majority of the voters, approved the issuance of $2 million in bonds in order to finance our district's portion of the local participation. $1 million of these bonds have been sold and it appears, at this time, that we will have sufficient funds from our $1 million in bonds to pay our proportionate share of the project.

The Corps of Engineers, Galveston District, has advised that they have the capacity of managing $3.1 million in the fiscal year 1984. Therefore, we are kindly urging that $3.1 million be included in the final budget for the fiscal year 1984.

We would like to take this opportunity to thank our Congressman Jack Brooks and to thank you and our Senators for working toward securing the needed funding for this project.

We urgently request that this committee give consideration to including an appropriation of $3.1 million to the forthcoming appropriation to permit the Corps of Engineers to proceed with the project and would like to thank you for your assistance and help in securing this funding.

STATEMENT OF JOE BROUSSARD II, PRESIDENT, BOARD OF DIRECTORS, LOWER NECHES VALLEY AUTHORITY

The Water Resources Development Act of 1976 authorized the Secretary of the Army, acting through the Chief of Engineers, to undertake the Phase I design stage of advanced engineering and design of the Salt Water Barrier in Neches River Basin at Beaumont, Texas.

The Project will provide a gated water structure in the Neches River at Mile 23 near Beaumont; a gated navigation by-pass channel; an access road and levee; and an auxiliary dam across a canal which drains an adjacent bayou. The proposed structure will prevent salt water from intruding into the LNVA intake canals as well as provide for free and unobstructed use of the existing navigable portion of the Neches River. The barrier will afford needed water quality protection to municipalities, the large petrochemical industries of Southeast Texas, and irrigation water for rice farmers. The swamp area upstream from the project would be improved for recreational swimming, boating, hunting and freshwater fishing.

Environmental comments from all agencies on this project have been favorable. Favorable environmental statements were given by:

State of Texas
Department of Interior
Department of Agriculture
Department of Transportation
Department of Health, Education and Welfare
Environmental Protection Agency

The General Design Memorandum (GDM) and Final Supplement to the Final Environmental Impact Statement for the Neches River Saltwater Barrier at Beaumont, Texas has been completed in accordance with Section 102(2)(c) of the National Environmental Policy Act, and has been filed with appropriate agencies. Timely funding has enabled the Galveston District to complete an acceptable General Design Memorandum. The Galveston Corps of Engineers will be in a posture to initiate work when construction funds are available.

Please insert $700,000 in the District's budget so that construction of this vital project can be initiated in 1984.

RESOLUTION OF VILLAGE OF DICKINSON, TEX.

A RESOLUTION OF THE CITY OF THE VILLAGE OF DICKINSON, TEXAS, SUPPORTING THE CORPS OF ENGINEERS' STUDY OF FLOOD CONTROL MEASURES ON DICKINSON BAYOU.

WHEREAS, major flooding has occurred along Dickinson Bayou and surrounding areas causing thousands of residents to live with a constant threat of more flooding; and

WHEREAS, extensive construction and development has taken place in this area since the last study by the Corps of Engineers of a benefit-to-cost ratio of a flood control project on Dickinson Bayou; and

WHEREAS, the Honorable Senate and House Energy and Water Development subcommittees are considering allocation of funds; and

WHEREAS, the City of the Village of Dickinson is seeking adequate appropriations for the continued study by the Corps of Engineers of flood control measures on Dickinson Bayou; and

WHEREAS, it is imperative that a new determination be made regarding the benefit-to-cost ratio of a flood control project on Dickinson Bayou; and

WHEREAS, these funds are not presently included in the Administration's budget, we urgently request that $270,000.00 be approved and designated in the budget for this study;

WHEREAS, the City Council of the City of the Village of Dickinson met in open session on March 29, 1983, and voted unanimously to approve this resolution;

NOW THEREFORE BE IT RESOLVED that the City of the Village of Dickinson, Texas, requests assistance and allocation of funds to complete the Corps of Engineers study of flood control measures on Dickinson Bayou.

READ, PASSED, AND APPROVED this the 29th day of March, 1983.

STATEMENT OF JEFFERSON COUNTY (TEX.) DRAINAGE DISTRICT NO. 7

The Commissioners of Jefferson County Drainage District No. 7 want to express their support for the proposed $2,600,000 provided for in the budget for fiscal year 1984 for construction of the Taylors Bayou Project in Jefferson County, Texas.

Drainage District No. 7 is one of the four local sponsors of this project that will provide drainage benefits for about 586 square miles or 60% of Jefferson County. This project is designed to deepen and widen existing channels, construct salt water gates and install a bypass channel.

Through the years, extensive improvements have been made in the upstream urban areas, and still further improvements are planned to keep our residents from flooding during the heavy rainfalls commonly experienced in this coastal area. Without improvements to the natural channels downstream, full benefits will not be derived from these drainage improvements. The Taylors Bayou project will provide these needed outfall channels.

This project was originally recommended by the Corps of Engineers in 1948. Many problems, including environmental objections, have delayed the commencement of construction. Solutions to these problems have since been worked out, and construction is now in progress. We are very interested in seeing that construction continue as rapidly as possible. What was needed in 1948 is a critical necessity today, and its importance will continue to increase with time and urban growth.

Drainage District No. 7, being involved in providing drainage for 107 square miles of Jefferson County, is naturally interested in the progress of the project. The majority of our area discharges into Taylors Bayou; and, although we can provide for drainage within our own boundaries, some provision must be made for the run-off beyond our own limits. The Taylors Bayou Project will accomplish this.

We would like to request that the Committee give favorable consideration to the proposed funding for construction on the Taylors Bayou Project.

STATEMENT OF JAMES B. GREEN, DIRECTOR, HARRIS COUNTY (TEX.) FLOOD CONTROL DISTRICT

I am James B. Green, Director of the Harris County Flood Control District, a political subdivision of the State of Texas, created by the State Legislature in 1937 after a series of disasterous floods had ravaged our area, threatening life and property.

The 1935 flood inundated two thirds of the County, took 15 lives, and so silted up the Houston Ship Channel that it took 8 months to clear it so that it was safe for navigation

It was as a result of that continued flooding threat that the U. S. Army Corps of Engineers constructed the Addicks and Barker Dams reservoir system in the western portion of Harris County, a system that still provides major protection to our area.

So it is, Mr. Chairman, that I appeal to you and the honorable members of this Committee to consider favorably the public works projects before you that will guarantee our continued protection from the ravages of future floods.

I come to you on behalf of Harris County Judge Jon Lindsay and the members of Commissioner's Court, who have supported this project since its inception in 1966, both by resolution and by their active participation. Without their encouragement and help, the Flood Control District would not have been able to carry out our own maintenance and improvements efforts in the watershed while we waited for the Corps project to begin.

As you and most of your Committee may know, Harris County is located on the flat coastal plains of our State in an area subject to heavy and intense annual rainfall and the annual threat of hurricanes and tropical storms. It is, in my professional opinon, one of the absolutely most difficult areas to drain and protect from flooding in the United States.

This is borne out by the fact that in 1979, for instance, the Houston metropolitan area accounted for an estimated 43 percent of all the claims paid by the National Flood Insurance Program.

Mr. Chairman and honorable members of the Committee, I believe that each and every federal dollar spent on flood control projects in our area will be paid back many times over in just the cost of federal insurance and other aid that will be necessary if such projects as the Clear Creek rectification proproposed by the Corps of Engineers are not funded and completed.

Over a period of years, we have seen the truth of this wisdom borne out by looking back at the costs we have sustained in our area as a result of flooding and comparing those costs to what it would take to improve our channels adequately.

In 1980, the Houston Post estimated it would take three billion dollars to carry out all the work needed on our drainage systems. A local university professor estimated the damages we sustained from the effects of just one tropical storm in 1979 totaled or exceeded that amount

Mister Chaiman and members of the Committee, we have waited long and with much anticipation for the Clear Creek project to get underway. If every person who has sustained damages to their homes and property as a result of flooding along this waterway could be her today, I don't know where we could find a room large enough to hold the meeting.

In December of 1981, the Corps of Engineers completed their draft of the General Design Memorandum for this project. We looked at this as a milestone in providing cost-effective flood protection for the residents of our County and Galveston County to the south. Now a request for funding of the advanced engineering and design work by the Corps is before your subcommittee. I ask you on behalf of the citizens of our area to act favorably and expeditiously upon this request.

The Clear Creek watershed drains approximately 260 square miles of flat, coastal plain which has a maximum elevation of approximately 75 feet. Clear Creek and its 17 tributaries drain into Clear Lake and from there into Galveston Bay which is recognized as the largest and most important (economically and ecologically) bay system along the Texas Gulf Coast.

This is a rapidly growing urban area which includes the site of the National Aeronautics and Space Administration Johnson Space Center, a number of local branches of national aerospace corporations and contractors, the homes of the technical and professional people who staff those facilities, and a portion of the spillover of the petrochemical oriented businesses that line the Houston Ship Channel.

Mr. Chairman, let me reiterate the Corps statement on Flood Damage Reduction contained in their Genreal Design Memorandum draft:

"Flooding is a serious problem in the Clear Creek Watershed. Throughout the watershed, Clear Creek meanders and has a small channel capacity relative to the areas drained; consequently, flooding is experienced at frequent intervals throughout the area. As the area continues to be urbanized, the flooding increases in intensity and frequency. The flow of the floodwaters in the watershed is impeded by the relatively flat topography. Clear Creek and its tributaries are crossed by numerous bridges and pipelines which further restrict the the passage of flood waters and increase flood stages."

"In the Clear Creek basin, there are about 19,000 acres of land subject to flooding by a 100-year storm. Most of this area is along the main channel with a smaller amount along the various tributaries. In the 100-year flood plain, approximately 12,300 acres or 65% is urban and built-up; the remaining 6,700 acres are distributed between Agricultural (1,200) Forest and Wetlands (2,700) Water Bodies (1,600) and vacant and Open Space (1,200). The 100-year flood plain is delineated on Figures I-2 and I-3, this flooding is coincidental with a tidal elevation of two feet above mean sea level in Galveston Bay. The flood plain shown is based on detailed hydraulic studies of the area."

"The area's vulnerability to tropical storms and hurricanes is another factor that demands flood control needs. This widespread flooding that accompanied tropical storm "Claudette" in July 1979 emphasized the seriousness of this situation. This storm, which caused in excess of $227.5 million in total damages, is regarded as the worst in the area's history. Within the Clear Creek watershed, over 5,000 structures were flooded and the total residential and commercial damages exceeded $90 million. Major floods in 1973 and September 1979 also caused substantial flooding and economic loss along Clear Creek."

Clearly, the Corps of Engineers has identified the need to reduce the flood damages now being sustained in the Clear Creek watershed on a recurring basis.

Much time and effort has gone into the Federally funded work the Corps of Engineers has already done. I realize the amount requested for their advanced engineering work is not that substantial, relatively speaking, but let me assure you that the completion of their work will have an immensely substantial benefit to our community, our state and our nation.

Mr. Chairman and Honorable members of the Committee, these Federal dollars spent today will save many more Federal dollars in years to come.

RESOLUTION OF FRIENDSWOOD (TEX.) CITY COUNCIL

A RESOLUTION ENDORSING THE U.S. ARMY CORPS OF ENGINEERS' CLEAR CREEK FLOOD CONTROL PROJECT; AND URGING THE UNITED STATES CONGRESS TO ACT FAVORABLY ON THE FY84 BUDGET

WHEREAS, a serious flood problem exists in the Clear Creek Watershed where existing residential and commercial areas are periodically subject to extensive damages from rising waters in the creek; and

WHEREAS, in the City of Friendswood in July, 1979, 1600 of 3000 homes were flooded with coincident economic losses exceeding $38,000,000; and

WHEREAS, in the City of Friendswood in September, 1979, 500 of these homes were again flooded; and

WHEREAS, in the City of Friendswood in January, 1980, 75 of these homes were again flooded; and

WHEREAS, the citizens continue to suffer economic loss and mental anguish as a result of flooding; and

WHEREAS, the citizens have been donating their time and labor in an effort to clear the creeks and banks of debris; and

WHEREAS, all of the local organizations are working together and providing local funding to improve drainage; and

WHEREAS, the United States Congress in 1968 authorized the U.S. Army Corps of Engineers to design a flood control project which would provide a significant measure of protection from recurring flooding problems in the Clear Creek Watershed; and

WHEREAS, the study has been completed and a consensus has been achieved by all local sponsors and entities and endorsed by the 67th Texas Legislature; and

WHEREAS, the project has been approved by the U.S. Army Corps District in Galveston and the Corps Southwest Division; and

WHEREAS, the First Feature Design is in progress and construction bidding is scheduled for March, 1984; and

WHEREAS, further delays will significantly increase the cost of the project as well as the probability of additional flooding; now, therefore, EE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FRIENDSWOOD:

THAT the City reendorse the U.S. Army Corps of Engineers Clear Creek Flood Control project; and

THAT the City urge the Congress of the United States to adopt the FY84 budget which includes $152,000 for engineering and design work for rectification of Clear Creek and, in addition, urge that the Congress appropriate $300,000 for construction so that the U.S. Army Corps of Engineers may begin the rectification work as soon as possible; and

THAT the City urge the Congress to take whatever additional action is necessary to expedite the project and thereby reduce the emotional, physical and economic suffering due to flooding.

PASSED, APPROVED AND ADOPTED THIS 21ST DAY OF MARCH, 1983.

STATEMENT OF C. W. CONN, JR., CHAIRMAN, BEAUMONT (TEX.) CHAMBER OF COMMERCE

On behalf of the Beaumont Chamber of Commerce, I respectfully urge you to appropriate funds for the following public works projects which are included in the FY 1984 budget:

- Sabine-Neches Waterway operation and maintenance ($9,922.00).
- Construction of Taylor's Bayou ($2,600.00).
- Gulf Intracoastal Waterway operation and maintenance ($13,993.00).

Also, consideration should be given to the construction of a Salt Water Barrier on the Neches River.

Senator Hatfield, of particular importance are funds to continue construction of Taylor's Bayou. As the major drainage source for Beaumont outfall, increased capacity in the bayou is essential to handle the seasonal rains which flood our community each year.

The citizens of Beaumont recently approved the sale of the $16 million in bonds to finance 22 drainage improvement projects. The bonds are our share of a comprehensive drainage plan which includes $10 million in ditch improvements by Drainage District 6 and drainage improvements included in city and state highway projects. This is in addition to the bonds approved earlier to help finance the Taylor's Bayou project.

Adequate drainage, along with navigable waterways, is an essential part of our efforts to diversify our economic base, employ more workers, and reach our fullest economic potential.

May we count on your support?

STATEMENT OF RAY HOLBROOK, COUNTY JUDGE, GALVESTON COUNTY, TEX.

Galveston County has been the local sponsor with the U.S. Corps of Engineers for the construction of various flood control projects in Galveston County since the first seawall was started in Galveston shortly after the 1900 Hurricane. The Galveston seawall has now been extended in length to approximately 10 miles protecting the most populated part of the City of Galveston. In 1962 (some 14 years after the first local bond issue was passed), construction began on the seawall protecting the cities of Texas City and La Marque from the ravages of hurricanes and high tides of Galveston Bay. In addition, flood control projects have been initiated to prevent flooding along Highland Bayou in the cities of Hitchcock, Santa Fe, and La Marque, a project on which construction started in 1974, and along Clear Creek in the cities of League City and Friendswood in cooperation with Harris County and Brazoria County, although no construction has yet begun. Galveston County is also the local sponsor for a re-study of the flooding problems on Dickinson Bayou, a bayou which flooded 1,000 homes in 1979.

We appear before this Honorable Committee to urge your support for appropriations for these projects which are continuing in Galveston County. We also request appropriations for construction funds for Clear Creek, which will be ready for construction in the last quarter of FY 84.

TEXAS CITY-LA MARQUE SEAWALL

Construction of the Texas City-La Marque Hurricane Protection Levee is 100% complete, except for the La Marque pump station just inside the Seawall Dogleg, with construction having started in 1962, right after Hurricane Carla. The estimate for the entire project in 1962 was $22,600,000 ($15,700,000, federal; and $6,900,000, Galveston County). The Federal Government has already invested approximately $50,000,000 in construction of this seawall, and Galveston County taxpayers have invested about $20,000,000. Upon completion, the total investment in this flood control project will be over $65,000,000, about four times the 1962 estimate because of inflation.

Galveston County now has funds (about $2,100,000) for the local share needed to complete the pump station in La Marque as a result of a Certificate of Obligation issue last year to meet the Corps of Engineers' schedule for construction.

The contract for the construction of the pump station in La Marque has been let by the U.S. Corps of Engineers, and we are informed that no additional funds will be required in Fiscal Year 1984 for this project. Thus, we are very pleased to inform this Honorable Committee that no construction funds for FY84 will be needed for the Texas City-La Marque Seawall.

HIGHLAND BAYOU FLOOD CONTROL PROJECT

Galveston County first undertook the local sponsorship of the Highland Bayou Flood Control Project in 1960 when a request for a survey by the U.S. Corps of Engineers was initiated. Construction began in 1974 after 14 years of study and engineering. Serious flooding has occurred frequently during this period of time along Highland Bayou which flows from the City of Santa Fe through the cities of Hitchcock and La Marque to Galveston Bay, most recently in July and September of 1979. Local bond funds in the amount of $2,250,000 have been available since 1964, and an additional $700,000 was voted in 1971.

The first phase of the Highland Bayou Diversion Canal was contracted in 1974 and completed in 1975. The second phase was completed in 1976 with the third and last phase was completed at the end of 1981. The remaining work on Highland Bayou is a feasibility study of widening, straightening and desnagging the main channel below the Diversion Dam, and the funds for this study are part of our request.

Therefore, the Galveston County Commissioners Court urges the Committee to approve the appropriation in the Administration's Budget for the Highland Bayou Flood Control Project in the amount of $100,000 for the next fiscal year so the final phase of this important project can proceed without delay.

DICKINSON BAYOU

The Galveston County Commissioners Court is urging this Honorable Committee to approve $270,000 for the Corps of Engineers to continue the study of flood control measures on Dickinson Bayou. This is extremely important to Galveston County, inasmuch as over 1,000 homes were flooded along Dickinson Bayou during Tropical Storm Claudette in July of 1979 because of rains in the watershed area from 20 to 40 inches over a 24-hour period. This caused between $40,000,000 and $50,000,000 in damages along Dickinson Bayou, and Galveston County is anxious to act as a local sponsor to relieve the flooding conditions. A study was done in the mid-1970's by the Corps of Engineers that found an inadequate benefit-to-cost ratio. However, we believe that extensive construction and development and the possibility of another devastating flood will certainly change the benefits to be derived from flood control measures.

The Administration's budget does not include any funds for the continuation of the Dickinson Bayou study, and we are respectfully requesting that the $270,000 noted above be approved so the Corps of Engineers can complete this study and we can finally determine if a flood control project on Dickinson Bayou has a favorable benefit-to-cost ratio. It makes no economic sense to begin this study in 1982 and continue it in 1983 and terminate it in 1984 before it is completed. We hope you will agree that this study should be completed, and we sincerely hope you will favorably consider our request.

CLEAR CREEK FLOOD CONTROL PROJECT

The Galveston County Commissioners Court respectfully urges this Honorable Committee to authorize $152,000 which the U.S. Corps of Engineers states is their capability in fiscal year 1983 and recommended by the Administration to conduct advance engineering and design on this most important flood control project in Galveston County, Harris County, and Brazoria County.

We are also respectfully requesting that you authorize $300,000 in construction funds and approve a new construction start for the Clear Creek Flood Control Project. These funds are not recommended in the Administration's budget, but we are reliably informed that the U.S. Corps of Engineers will be able to let a contract by the last quarter of FY84, and it is most important that this project begin as soon as possible.

After 10 years of planning, the Corps of Engineers has made a final engineering decision on the type project to provide flood relief for over 500,000 people in the Clear Creek watershed and still protect the sensitive environment of Clear Creek, and this decision has overwhelming public support as evidenced in a January, 1982, Public Hearing. The three local sponsors (Galveston County, Harris County, and Brazoria County Drainage

District No. 4) support the Corps of Engineers' proposal which will accommodate a 10-year flood with the remainder of the 100-year flood plain to be protected by flood plain management.

In 1979, over 2,000 homes in Friendswood and League City along Clear Creek were flooded twice, in July from Tropical Storm Claudette and again in September. Several thousand homes were also flooded in Brazoria and Harris counties. Losses from flooding in these three counties from the 1979 floods are well over $200,000,000. People are desperate to do something--almost anything--on Clear Creek, and the Corps of Engineers is trying to expedite this project.

Inasmuch as the Clear Creek Flood Control Project has been in the study and design stage for almost 15 years, it is most urgent that construction start as soon as possible. Although the Administration is not recommending any new flood control projects, this study has been a top priority by the Corps of Engineers and over $1,500,000 has been spend. It would be disastrous to the people along Clear Creek if this project were shelved after all of the time, effort and money spent in detailed studies. We sincerely hope you will give every consideration to approving a new construction start on Clear Creek and authorize the Corps of Engineers to spent $300,000 in construction funds for the first contract.

Thank you for your consideration of these requests and for your time in allowing us to be present at these hearings. We stand ready to assist you in any way and to furnish any additional information you may require.

STATEMENT OF DOW WYNN, GENERAL MANAGER, PORT ARTHUR PORT COMMISSION

We respectfully ask that you favorably consider the F.Y. 1984 Fund Request by our Congressman Jack B. Brooks, for the Operations and Maintenance of the Sabine Neches Waterway of Texas and Gulf Intracoastal Waterway of Texas. Only minimally necessary funds are requested, to insure the operation and maintenance of these vital federal waterways.

Five major refineries on our Sabine Neches Waterway produce ten percent or more of America's energy fuels, with an increasingly greater number of tankers bringing in import crudes, domestic and export shipments as well. This Waterway handles over 50,000,000 S/T of commerce, annually. Our economic and military security depends on keeping them open, now more than ever before.

The Gulf Intracoastal Waterway of Texas is an indispensable link between hundreds of chemical and petrochemical plants and other refineries. Combined plant investment of these essential industries exceeds $30 billion, just on the Texas segments of the Gulf Intracoastal Waterway, alone.

Congress must always work to effect budget cuts and economies wherever possible. No new construction is anticipated in these requests, and the funds appropriated are vital to our economy and national defense.

Your favorable consideration is justified, we submit, and respectfully solicited.

Resolution of Groves City (Tex.) City Council

WHEREAS, the Groves City Council supports the following public works projects that Congressman Jack Brooks will present before the House Committee on Appropriations and Senator Lloyd Bentsen will present before the Senate Committee on Appropriations for funding in the FY 1984 Budget:

a)	Clear Creek (Advance Engineering & Design)	$ 152,000
b)	Galveston Bay Area (Navigation Survey)................	168,000
c)	Galveston Harbor & Channel (Operation & Maintenance)..	3,978,000
d)	Highland Bayou (Construction)..........................	100,000
e)	Sabine-Neches Waterway (Operation & Maintenance)......	9,922,000
f)	Taylors Bayou (Construction)...........................	2,600,000
g)	Texas City Channel (Operation & Maintenance)..........	2,350,000
h)	Trinity River & Tributaries Channel to Liberty (Operation and Maintenance).........................	7,000
i)	Wallisville (Operation and Maintenance)..................	65,000
j)	Gulf Intracoastal Waterway (Operation & Maintenance)...	13,993,000
k)	Houston Ship Channel (Operation & Maintenance)........	12,962,000

and the following projects not included in the FY 1984 Budget, but for which funding will be requested:

a) Dickinson Bayou (Flood Control and Survey)
b) Pleasure Island (Bank Erosion Survey)
c) Neches River Salt Water Barrier (Construction)
d) Texas City & Vicinity Hurricane Protection
e) Clear Creek (Construction)

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GROVES, TEXAS:

THAT this body does hereby go on record as wholeheartedly supporting the above projects for funding in the FY 1984 Budget; and

BE IT FURTHER RESOLVED that a copy of this Resolution be furnished Congressman Jack Brooks, Senator Lloyd Bentsen, and members of the House and Senate Committees on Appropriations as evidence of the Groves City Council's support.

PASSED, APPROVED and ADOPTED this 28th day of March, 1983.

STATEMENT OF RON CROWDER, MAYOR, LA MARQUE, TEX.

Your favorable consideration is sincerely requested by the City Council and the citizens of La Marque for the continued funding of the Texas City and Vicinity Hurricane Protection, and the Highland Bayou (Construction) Projects.

Construction of the Texas City and Vicinity Hurricane Protection Levee is 100% complete except for the La Marque pump station just inside the Seawall Dogleg. Construction on the project was started in 1962, right after Hurricane Carla. The Federal Government has already invested approximately $50,000,000 in construction of this seawall, and Galveston County taxpayers have invested nearly $20,000,000. Upon completion, the total investment in this flood control project will be over $70,000,000. Galveston County now has funds (about $2,100,000) for the local share needed to complete the pump station in La Marque. Construction of the last major section of the seawall project was completed in 1976, and construction of the dogleg along IH-45 in La Marque to the required height of 19 feet is now complete. All that remains is to construct the La Marque pump station, and that will complete the protection around Texas City and La Marque. The completion of the pump station is vital to remove storm waters resulting from heavy rainfalls inside the completed levee system. The entire multi-billion dollar petro-chemical complex in Texas City, as well as, our City of 15,000 persons and their families will be in danger of hurricane damage until the final completion of the "Texas City and Vicinity Hurricane Protection Construction" is completed. The contract for the construction of the pump station in La Marque has been let by the U.S. Corps of Engineers, and we have been informed by the Corps that no additional funds will be required to complete this project. Thus, we are very pleased to inform this Honorable Committee that no construction funds for FY 84 will be needed for the Texas City-La Marque Seawall.

Galveston County first undertook the local sponsorship of the Highland Bayou Flood Control Project in 1960 when a request for a survey by the U.S. Corps of Engineers was initiated. Construction began in 1974 after 14 years of study and engineering. Serious flooding has occurred frequently during this period of time along the Highland Bayou areas which flows through the cities of Hitchcock and La Marque to Galveston Bay, most recently in July and September of 1979. The first phase of the Highland Bayou Diversion Canal was contracted in 1974 and completed in 1975. The second phase was completed in 1976 with the third and last phase was completed at the end of 1981. The remaining work on Highland Bayou is a feasibility study of widening, straightening and desnagging the main channel below the Diversion Dam, and the funds for this study are part of our request.

Therefore, we urge this Honorable Committee to approve the appropriation in the Administration's Budget for the Highland Bayou Flood Control Project for the next fiscal year so the final phase of this important project can proceed without delay.

As the Texas City and Vicinity Hurricane Protection (Construction) and Highland Bayou (Construction) are reaching the final stages of construction, words cannot express the importance of your favorable consideration in recommending the continued federal funding toward completion of these projects. We, the City Council of the City of La Marque, appear before this Honorable Committee to urge your support for appropriations for these continuing projects in La Marque.

STATEMENT OF PORT OF GALVESTON, TEX.

The opportunity to present testimony for your consideration in reviewing the relative benefits of the various water development projects impacting on the Port of Galveston is appreciated. We will be pleased to answer any additional questions that may arise after your review of these comments.

There are three navigation projects in the Galveston area that need funding. The operations of the Port of Galveston are vital to the economy of Galveston and the surrounding area. It provides much needed employment for the people of Galveston County. The Port handled record tonnages in 1981 and 1982. Funding of these three projects is essential to the Port's continued operation. We ask favorable consideration for inclusion of these projects in FY 1984 appropriations.

GALVESTON HARBOR AND CHANNEL

(Operation and Maintenance)

The Port of Galveston's Harbor and Channel is authorized to be maintained at a 40 foot project depth. The Port has two major grain elevators which exported 178 million bushels of grain in 1982. The combined capacity of the elevators is over 300 million bushels per year. 'Most of this grain is loaded into ships requiring a 40 foot draft. This trade is very important to farmers in the Midwest and Southwest. It also has great importance in reducing our national foreign trade balance deficit.

The President's budget includes $3,978,000 for this work. This amount is necessary and adequate for the maintenance dredging of our harbor and entrance channel. The work is within the Corps of Engineers' capability.

GALVESTON BAY AREA

(Navigation Survey)

This study of the future navigation needs of the ports in the Galveston Bay Area is necessary to give information to the Federal government for orderly planning of future developments. The study is nearing completion and should be continued.

The President's budget includes $168,000 for this work. This amount is adequate and necessary for the completion of this study.

GULF INTRACOASTAL WATERWAY

(Operation and Maintenance)

The President's budget includes $13,993.00 for this waterway, which serves the entire Gulf Coast. We also recommend this amount be included in the FY 1984 budget. This waterway provides a vital service to the entire Gulf Coast.

Again, Mr. Chairman, we would like to express our appreciation for the opportunity to present this testimony on behalf of these navigation projects. Please let us know if there are any questions or any clarification required.

RESOLUTION OF BRAZORIA COUNTY (TEX.) DRAINAGE DISTRICT NO. 4

The Commissioners of Brazoria County Drainage District Number 4 in a regular meeting held on March 28, 1983, upon motion duly made, seconded and unanimously passed, adopted the following resolution:

WHEREAS, the Clear Creek Flood Control Project is a project which is under the jurisdiction of the United States government, and

WHEREAS, the various committees of both the House of Representatives and the Senate of the United States are now working on the fiscal year 1984 budget, and

WHEREAS, the Clear Creek Flood Control Project needs to have funds in order that the Corps of Engineers can continue with this very necessary and vital project, and

WHEREAS, Brazoria County Drainage District Number 4 is one of the local sponsors of said project, and

WHEREAS, the Corps of Engineers has been working on this project at least since 1966 when the initial preliminary studies for Clear Creek Flood Control improvements were completed, and

WHEREAS, the president has included in the budget submitted to Congress for fiscal year 1984 an amount of money for engineering in the amount of $152,000.00, and

WHEREAS, it is necessary for additional moneys to be appropriated by Congress for new construction starts on this project, and

WHEREAS, the Corps of Engineers and the various local sponsors along Clear Creek have been working on this project for the last seventeen (17) years, and

WHEREAS, a ten year frequency flood plan has been worked out by the Corps of Engineers, which plan has been accepted by all of the local sponsors in the Clear Creek Watershed, and

WHEREAS, it is of utmost urgency that the project be completed, and

WHEREAS, many homeowners and business people in the Clear Creek Watershed suffered financial losses in the millions of dollars in the floods of July and September, 1979, and

WHEREAS, the floods in July and September of 1979 emphasized and illustrated the need for improved flood control projects on Clear Creek, and

WHEREAS, the local sponsors of the project are unable to proceed until the Federal Government proceeds,

NOW THEREFORE, BE IT RESOLVED, that the Commissioners of Brazoria County Drainge District Number 4 unanimously request the Congress of the United States to appropriate funds for the commencement of this project,

AND BE IT FURTHER RESOLVED, that the Congress be and is hereby urged to appropriate the $152,000.00 for further engineering work as is set out in the budget submitted to Congress by the President, and

BE IT FURTHER RESOLVED, that the Congress of the United States be and is hereby urged to appropriate an additional $300,000.00 for the commencement of construction work on this project.

STATEMENT OF CHAMBERS-LIBERTY COUNTIES (TEX.) NAVIGATION DISTRICT

This statement is presented by the undersigned, the duly designated Commissioners of the Chambers-Liberty Counties Navigation District, (a Water Conservation District created pursuant to the laws of the State of Texas), representing the 16,000 citizens of Chambers and Liberty Counties, Texas, who reside within the boundaries of said District.

I. The Wallisville Reservoir and Salt Water Barrier is a project in the lower part of the Trinity River, Texas, which was authorized by the River and Harbor Act of 1962 (Public Law 87-875) as a separate and self-contained project. It was designed as a multiple purpose reservoir for salinity control, navigation, water supply, fish and wildlife conservation, and recreation and is of primary importance to the lower Trinity River Basin, the City of Houston and its metropolitan area with a population concentration of more than two million people. Sponsorship of this project was initiated by this District for the sole purpose of preventing the intrusion of salt water into the lower river. The Trinity River Authority and the City of Houston later joined with this District as the local sponsors. These local interests have obligated themselves to pay 16% of the total cost of this project as their contribution to the cost of salinity control, water supply and recreation.

For over twenty years, this District has advocated the construction of a Salt Water Barrier, with a barge lock and a fresh water reservoir, near the mouth of the Trinity River. This River supplies water to four canal systems for the irrigation of approximately 60,000 acres of rice lands in Liberty and Chambers Counties with the resulting crop being valued at approximately $20 million. Historically, these operations have been plagued with salt water intrusion from Trinity and Galveston Bays during periods of low flow in the river. The obvious solution to this salt water intrusion problem is to construct a barrier across the river near its mouth. In planning such a salt water barrier across a navigable river, it was necessary to design a project which included a navigation lock to permit the passage of barges and other vessels which ply the Trinity River below Liberty.

For several years, public agencies and governmental bodies participated in the planning and design of this project so that it would enhance the environment and improve the economic and esthetic standards in the lower Trinity River Basin. The first public hearings on the proposed project were held in 1960 and because of certain objections concerning the location of a proposed wildlife refuge, the area of the project was reduced in size to satisfy those objections. The present reservoir site was approved and the project authorized by Congress in 1962. The first planning money was made available in Fiscal Year 1964 and the first construction funds were appropriated in 1966. During the 10-year period subsequent to authorization, this project was delayed by an administrative freeze on spending for reasons of national emergency. Then funds were released and the project reached the point where it was approximately 72% complete before construction was halted by the temporary injunction which is presently in force.

Suit was filed in the U. S. District Court at Houston, Texas, on September 13, 1971, by the Sierra Club and others to enjoin Wallisville Dam and the Trinity River Project. By order of February 26, 1973, the U. S. District Court granted the Sierra Club's Motion for Summary Judgment and enjoined construction on both projects until the Corps complied with the National Environmental Policy Act by filing proper Environmental Impact Statements.

The Fifth Circuit Court of Appeals reversed the District Court on August 26, 1974, with the following holdings:

1. Wallisville Dam and the Trinity River Project are separate projects.

2. The District Court erred in requiring guidelines for the Trinity River Project EIS, which was yet to be prepared and filed.

3. The Wallisville Dam EIS complied with the National Environmental Policy Act, except in its disclosures respecting population and industrial expansion and in its evaluations of certain other information and supporting data.

The injunction as to the Wallisville Dam was continued, pending review of a Supplemental EIS dealing with population and industrial expansion and with the indicated evaluations. The injunction as to the Trinity River Project was continued pending preparation, filing and review of the EIS, but in the meantime, planning and design could continue.

The Supplemental EIS for Wallisville Dam and the Original EIS for the Trinity River Project are now being prepared.

While this matter has been in Court, Congress has continued its support of the two projects. The Fifth Circuit recognized this by stating in its opinion:

> "The course of the Congressional hearings discloses that body continues to regard Wallisville as a project separate from the Trinity River Project. It also demonstrates that, with full knowledge of the detriments and benefits of the project, the state of completion, the outstanding injunction, and of the objections to further construction, Congress thought the Wallisville Project should receive contingent funding despite the Corps' withdrawal of its request therefor. While this Congressional action is not a considered, debated determination that the project should proceed notwithstanding environmental objections, cf. Environmental Defense Funds, Inc. v. Corps of Engineers, 492, F.2d 1123, p. 1141, 5 Cir., 1974, it does indicate that Congress wished to expedite the construction of this project, if and when it becomes possible, and to do so regardless of the outcome of litigation related to Trinity River Construction."

In 1971, the Trinity River Authority of Texas, under a contract with the City of Houston, completed the construction of a fresh water supply reservoir (Lake Livingston) at river mile 128 which covers approximately 90,000 acres of land and impounds 1,750,000 acre feet of water. The City of Houston owns 70% of the yield from this reservoir which was constructed at a cost of more than $74 million. The City of Houston has spent, or has obligated itself to spend, an additional sum in excess of $100 milllion for the construction of a system for the distribution of water from this reservoir which is to be released into the Trinity River and diverted at a point in the upper reaches of the Wallisville Reservoir. The Livingston Reservoir was designed to operate in conjunction with the Wallisville Project for the purpose of providing a practical and economical means of distributing this fresh water into the Houston industrial complex. This investment of approximately $200 million of non-Federal funds will be in serious jeopardy if the Wallisville Project is not completed as now scheduled.

Completion of Wallisville Dam is a pressing, immediate need in order to complete the Lake Livingston-Lake Wallisville System. This system will provide the Houston-Galveston Bay area with surface water as an alternative to the present pumping of underground water and is intended to relieve the continuing subsidence of the area caused by such pumping. This subsidence is an ecological disaster which must be remedied with all possible speed.

We urge the Congress to continue its strong support for this project by directing the Corps of Engineers to retain the $3.6 million which has been previously appropriated.

STATEMENT OF CLEAR CREEK (TEX.) DRAINAGE DISTRICT

The Clear Creek, Texas Flood Control Project is an absolute necessity to the health, safety, and well-being of the people who live in the Clear Creek watershed. As the land in the watershed has undergone development, pastures and farmland have been converted to parking lots, streets, runways, buildings, and other surfaces from which rain water runs off extremely rapidly. Although there have been, and continue to be, improvements made to the drainage arteries in the region by local agencies, consistent with their resources, the effects of land development and subsidence have reached the point that Clear Creek simply cannot carry storm water away to Galveston Bay fast enough to keep water out of our homes. So, until Clear Creek is improved in its water handling capacity, we do not have the ability to make substantial improvement to the flood hazards that our citizens are living with every day.

People here realize that it is not feasible to prevent flooding by a storm like Claudette which struck this area in July, 1979, and dropped 30-40 inches of rain on us in a two-day period. However, our people are getting water in their homes when much less spectacular rains occur -- five-year to ten-year frequency precipitation is causing flooding. Even those people who are not getting water in their homes are impacted, however: street flooding is so severe that emergency vehicles cannot get through. A fire or serious medical problem occuring during, or for many hours after, such rains, would go unanswered in many places.

The Corps of Engineers have devised a plan for improving Clear Creek that is economically sound (benefit to cost ratio of 1.27), environmentally acceptable, and will completely contain the watershed runoff for a ten-year frequency storm. Furthermore, the 100-year flood plain will be reduced by 25% overall in the watershed, and by as much as 75% in some portions of the watershed. This plan has been presented to the public in this area, and has received overwhelming support. This represents a remarkable increase in public support during the last two years. The Corps of Engineers District Office in Galveston, Texas, and the Southwest Division Office in Dallas, Texas, have both approved the project design. We fervently hope that appropriation of construction funds will be approved and included in the FY-1984 Budget. The project is not frivilous, nor a convenience type of improvement - - it deals with people's safety and health, both physical and psychological. Many of our people fear rain; anxiety levels run very high when a heavy rain lasts more than a couple of hours, especially when water starts to rise in the streets and into people's yards!

Gentlemen, we NEED the Clear Creek Project and respectfully request that the construction funding by included in the FY-1984 Budget.

March 25, 1983

Energy and Water Development Subcommittee
Senate Committee on Appropriations
Washington, D. C. 20515

Gentlemen:

The attached resolution of the Clear Creek Drainage District of Galveston County supports a Corps of Engineers flood control project for our area that has been under development since 1968. During the past fifteen years, the Clear Creek, Texas, Project has undergone a series of public hearings and design modifications in an effort to satisfy the environmentalist segment of the public while providing a large enough reduction in the size of the flood plain to keep the water out of our houses during commonly encountered storms. At long last, we have a project that has successfully passed public review via the hearing process, has the suport of all local sponsors and governmental entities, was endorsed by the 67th Texas Legislature, and was approved by the Corps of Engineers District Office in Galveston and their Southwest Division Office in Dallas.

We feel that it is important for you to understand what this project means to the residents of the Clear Creek area: What we are talking about, here, is keeping frequent flood waters out of peoples houses. Development of the land in the watershed and subsidence have caused the channel of Clear Creek to become grossly inadequate to handle the rain water runoff from storms that are very common along this section of the gulf coast, and which did not previously result in severe flooding. The channel corrections needed are beyond the financial capabilities of local government and require the extensive resources that that the Corps of Engineers possesses. Our citizens know that the project will not protect our homes from all storms, but the design to contain runoff from a ten-year frequency storm is such a substantial improvement that peoples lives will be markedly less stressful. We have many citizens who actually fear rain - - anxiety levels run very high when a heavy rain lasts more than a couple of hours and water levels start to rise in the streets and move toward their homes.

We appeal to you to support funding the construction of the Corps of Engineers Clear Creek, Texas, Project in the FY-1984 Budget. We are in dire need of the flood relief it will provide. It is not a new project - - it was first authorized by the United States Congress in 1968. We have been waiting a long, long time.

CLEAR CREEK DRAINAGE DISTRICT

GALVESTON COUNTY, TEXAS

RESOLUTION NO. 83-1

A RESOLUTION ENDORSING THE U. S. ARMY CORPS OF ENGINEER'S CLEAR CREEK FLOOD CONTROL PROJECT, CLEAR CREEK, TEXAS: AND URGING THE UNITED STATES CONGRESS TO FUND CONSTRUCTION OF THE PROJECT IN THE FY-84 BUDGET.

WHEREAS, the Clear Creek Watershed includes portions of Galveston County as well as parts of Harris County, and Fort Bend County, and

WHEREAS, a serious flood problem exists in the Clear Creek Watershed where existing residential and commercial areas are subject to extensive damages from rising waters in Clear Creek and its tributaries, and

WHEREAS the Clear Creek Drainage District is the agency responsible for flood control in those portions of Clear Creek and its tributaries within Friendswood, Texas, and

WHEREAS, the taxpayers of the District made a substantial committment in 1982 to the concept of self-help by voting a 180% increase in taxes for flood control, and,

WHEREAS, in spite of the increased taxes, the amount by which the flood hazard in the District can be reduced without a major project to increase the flow capacity of Clear Creek is severely limited, and

WHEREAS, the scope of the work required to achieve the necessary improvements on Clear Creek requires the extensive technical/management resources that the Corps of Engineers can provide, and

WHEREAS, the cost of the improvements needed on Clear Creek far exceeds the financial capabilities of local entities, and

WHEREAS, the benefits of the Corps of Engineers Clear Creek Project would include substantial reductions in claims against the National Flood Insurance Program, and

WHEREAS, in the Clear Creek Drainage District in July 1979, 1600 of 3000 homes were flooded with coincident economic losses exceeding $38,000,000; and

WHEREAS, in the Clear Creek Drainage District in September 1979, 500 of these homes were again flooded; and

WHEREAS, in the Clear Creek Drainage District in January 1980, 75 of these homes were again flooded, and

WHEREAS, the residents in the District continue to experience economic loss as a result of unnecessarily frequent flooding, and

WHEREAS; the residents of the District continually suffer extreme mental anguish because of the frequent threat of flooding, as well as the flooding itself, and

WHEREAS, the Clear Creek Drainage District, within the limits of its resources, and with the cooperation of other local governmental agencies, as well as individual citizens who have donated their time and labor, has been clearing debris and executing structural improvement projects in the creeks to increase their capacity, and

WHEREAS, the United States Congress in 1968 authorized the U. S. Army Corps of Engineers to design a flood control project which would provide a significant measure of protection from recurring flooding problems in the Clear Creek Watershed, and

WHEREAS, the study has been completed and a consensus has been achieved by all local sponsors and entities and endorsed by the 67th Texas Legislature, and

WHEREAS, the project has been approved by the U. S. Army Corps District in Galveston and the Corps Southwest Division, and

WHEREAS, the First Feature Design is in progress and construction bidding is scheduled for March 1984, and

WHEREAS, further delays will significantly increase the cost of the project as well as the probability of additional flooding; now, therefore,

BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF THE CLEAR CREEK DRAINAGE DISTRICT OF GALVESTON COUNTY:

THAT the District reendorse the U. S. Army Corps of Engineers Clear Creek Flood Control Project, and

THAT the District urge the Congress of the United States to recognize that the Corps of Engineers Clear Creek Project is not a mere convenience item, but is absolutely necessary in order to restore the quality of life of thousands of people to a reasonable condition that they have every right to expect, and

THAT the District urge the Congress of the United States to approve the funds necessary for construction of the project in the FY-84 budget, and

THAT the District urge the Congress to take whatever additional action is necessary to expedite the project and thereby reduce the emotional, physical, and economic suffering due to flooding, and

THAT the District Administrative Assistant forward official copies of this Resolution to the President of the United States, to the Speaker of the House of Representatives of the United States, to the President of the Senate of the United States Congress and to all members of the Texas Delegation to the Congress, with the request that this Resolution be officially entered into the Congressional Record.

PASSED, APPROVED, AND ADOPTED THIS 15th DAY OF MARCH, 1983.

STATEMENT OF WILLIAM E. NEILD, MAYOR, BEAUMONT, TEX.

On behalf of the City of Beaumont, I respectfully request that favorable consideration be given to the Taylors Bayou project, which has been scheduled for discussion before your subcommittee on April 6, 1983.

Taylors Bayou is an integral part of a major drainage system upon which 80% of this community and 60% of Jefferson County must rely for drainage and flood protection.

After the April 19, 1979 flood disaster, the City Council employed Kohler and Kohler Engineers to study the City's total need and to recommend a comprehensive drainage plan. This plan took some 14 months to complete at a cost of $144,000. The City Council adopted this plan in 1982 and began making plans for a $16 million City Drainage Bond Issue. The Bond Issue election was held on March 22, 1983 during difficult economic times and was passed almost 3 to 1 by Beaumont residents.

These efforts and commitment by the citizens of Beaumont speak to the high priority of drainage for future growth and economic development. The Bond Issue and Comprehensive Drainage Plan is based on the completion of Taylors Bayou, making this a critical project for our City and County.

Beaumont is paying for its needs in cooperation with Drainage District No. 6. The massive size of the main outfall requires the support of our Federal Government and it is for the Taylors Bayou construction funding that we ask your approval.

Statement of Homer E. Nagel, Mayor, Nederland, Tex.

This is to advise that the City of Nederland is situated in the Ninth Congressional District, Texas, and recommends your consideration of FY 1983 Budget appropriations for the following projects:

PROJECT	FY 1983 BUDGET
Clear Creek (Advance Engineering and Design)	152,000
Galveston Bay Area (Navigation Survey)	168,000
Galveston Harbor & Channel (Operations and Maintenance)	3,978,000
Highland Bayou (Construction)	100,000
Sabine-Neches Waterway (Operations & Maintenance)	9,922,000
Taylors Bayou (Construction)	2,600,000
Texas City Channel (Operations & Maintenance)	2,350,000
Trinity River & Tributaries Channel to Liberty (Operations & Maintenance)	7,000
Wallisville (Operations & Maintenance)	65,000
Gulf Intracoastal Waterway (Operations & Maintenance)	13,993,000
Houston Ship Channel (Operations & Maintenance)	12,962,000

In addition, we support the following projects not included in the FY 1983 Budget:

PROJECT

Dickinson Bayou
(Flood Control & Survey)

Pleasure Island
(Bank Erosion Survey)

Neches River Salt Water Barrier
(Construction)

Texas City & Vicinity Hurricane Protection

Clear Creek
(Construction)

Your consideration of these recommendations is appreciated.

RESOLUTION OF DICKINSON (TEX.) CHAMBER OF COMMERCE

A RESOLUTION OF THE CHAMBER OF COMMERCE, DICKINSON, TEXAS, SUPPORTING THE CORPS OF ENGINEERS' STUDY OF FLOOD CONTROL MEASURES ON DICKINSON BAYOU.

WHEREAS, major flooding has occurred along Dickinson Bayou and surrounding areas causing thousands of residents to live with a constant threat of more flooding; and

WHEREAS, extensive construction and development has taken place in this area since the last study by the Corps of Engineers of a benefit-to-cost ratio of a flood control project on Dickinson Bayou; and

WHEREAS, the Honorable Senate and House Energy and Water Development subcommittees are considering allocation of funds; and

WHEREAS, the Chamber of Commerce of Dickinson, Texas, is seeking adequate appropriations for the continued study by the Corps of Engineers of flood control measures on Dickinson Bayou; and

WHEREAS, it is imperative that a new determination be made regarding the benefit-to-cost ratio of a flood control project on Dickinson Bayou; and

WHEREAS, these funds are not presently included in the Administration's budget, we urgently request that $270,000.00 be approved and designated in the budget for this study;

WHEREAS, the Chamber of Commerce of Dickinson, Texas, Executive Committee met on March 29, 1983, and voted unanimously to approve the resolution,

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STATEMENT OF GALVESTON COUNTY (TEX.) DRAINAGE DISTRICT NO. 2

Your favorable consideration of the above referenced projects is sincerely requested by the Commissioners of Galveston County Drainage District Number Two.

The continued funding of the Texas City and Vicinity (Hurricane Protection) system is vitally important as the construction is over 90% complete with only the pump station and interior drainage revisions in the La Marque area remaining to be completed.

The continued funding of the Highland Bayou (Construction) which is over 98% complete will conclude a project which has already immeasurably relieved flooding in the watershed.

The North part of the District is served by Dickinson Bayou. The lower reaches have flooded extensively on a regular basis causing very heavy property damage and eliminating highway access. We request your favorable consideration of the Dickinson Bayou (Flood Control and Survey) project to begin defining the corrective actions that will be required.

The Clear Creek watershed area has a significant economic impact on Galveston and Harris counties. The continued regular flooding of the watershed needs to be corrected as soon as possible. Your support of the Clear Creek (Advance Engineering and Design) project will be appreciated.

The Commissioners of Galveston County Drainage District Number Two appreciate your individual efforts to insure the most efficient expenditure of funds available. The completion of the above projects currently under construction, Texas City & Vicinity (Hurricane Protection) and Highland Bayou (Construction) will serve the best interest of the District's constituents and the Texas City industrial area.

RESOLUTION OF LEAGUE CITY, TEX.

A RESOLUTION ENDORSING THE U.S. ARMY CORPS OF ENGINEERS' CLEAR CREEK FLOOD CONTROL PROJECT; AND URGING THE UNITED STATES CONGRESS TO ACT FAVORABLY ON THE FY84 BUDGET

WHEREAS, a serious flood problem exists in the Clear Creek Watershed where existing residential and commercial areas are periodically subject to extensive damages from rising waters in the creek; and

WHEREAS, in the City of League City in July, 1979, a very large proportion of homes were flooded with coincident economic losses valued at millions of dollars; and

WHEREAS, in the City of League City in September, 1979, an additional number of these homes were again flooded; and

WHEREAS, the citizens continue to suffer economic loss and mental anguish as a result of flooding; and

WHEREAS, the citizens have been donating their time and labor in an effort to clear the creeks and banks of debris; and

WHEREAS, all of the local organizations are working together and providing local funding to improve drainage; and

WHEREAS, the United States Congress in 1968 authorized the U.S. Army Corps of Engineers to design a flood control project which would provide a significant measure of protection from recurring flooding problems in the Clear Creek Watershed; and

WHEREAS, the study has been completed and a consensus has been achieved by all local sponsors and entities and endorsed by the 67th Texas Legislature; and

WHEREAS, the project has been approved by the U.S. Army Corps District in Galveston and the Corps Southwest Division; and

WHEREAS, the First Feature Design is in progress and construction bidding is scheduled for March, 1984; and

WHEREAS, further delays will significantly increase the cost of the project as well as the probability of additional flooding; now, therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LEAGUE CITY, TEXAS:

THAT the City reendorse the U.S. Army Corps of Engineers Clear Creek Flood Control project; and

THAT the City urge the Congress of the United States to adopt the FY84 budget which includes $152,000 for engineering and design work for rectification of Clear Creek and, in addition, urge that the Congress appropriate $300,000 for construction so that the U.S. Army Corps of Engineers may begin the rectification work as soon as possible; and

THAT the City urge the Congress to take whatever additional action is necessary to expedite the project and thereby reduce the emotional, physical and economic suffering due to flooding.

PASSED AND APPROVED this the 31st day of March, 1983.

STATEMENT OF COASTAL SOIL AND WATER CONSERVATION DISTRICT, TEXAS

Dear Senator Hatfield:

The Coastal Soil and Water Conservation District Board of Directors are certainly interested in the completion of the Taylor's Bayou project for all persons concerned. This project would eliminate millions of dollars in damages of urban, industrial and rural American properties. With the development planned for the Beaumont city drainage, the lower area of the Taylor's Bayou project will be highly susceptible to increased flooding over that which already occurs at this time.

If the three phases of the Taylor's Bayou project could be completed as quickly as possible, this would eliminate large amounts of losses to all people in the watershed. We appreciate the budgeting of $2.6 million in supporting and completing the drainage project so badly needed in this area. Thank you again for your support.

STATEMENT OF BOB ANDERSON, PRESIDENT, GREATER PORT ARTHUR (TEX.) CHAMBER OF COMMERCE

TAYLOR BAYOU CONSTRUCTION PROJECT

We, the Directors of the Greater Port Arthur Chamber of Commerce, request approval of the proposed $2,600,000 appropriation for Taylor Bayou Construction Project for fiscal year 1984.

This project dates back to 1946, and as you well know construction costs have soared since that time. We feel that this will benefit our community, not only from an economic standpoint but also from a drainage standpoint. It is essential that drainage protection be provided for our area.

Therefore, we respectfully urge your committee to approve funds proposed for the forthcoming fiscal year.

SABINE-NECHES WATERWAY

We, the Board of Directors of the Greater Port Arthur Chamber of Commerce, request approval of the $9,922,000 appropriation for the operation and maintenance of the Sabine-Neches Waterway for fiscal year 1984.

Our area is of significant importance to the Nation by the fact that more than 10% of the Nation's refined petroleum products are transported through our complex of refineries. Today, refineries are relying more and more on larger and greater numbers of tankers to bring in vitally needed imported crude and to handle export and domestic shipments as well.

We respectfully request your favorable consideration to the request for $9,922,000 for the operation and maintenance of the Sabine-Neches Waterway for fiscal year 1984.

PLEASURE ISLAND

We, the Board of Directors of the Greater Port Arthur Chamber of Commerce, request your favorable consideration to include an adequate appropriation for surveying the erosion problem of Pleasure Island. Currently, Pleasure Island is continuing to erode into the Sabine-Neches Ship Channel. This natural erosion places a greater need for continued maintenance dredging of the Channel more frequently.

The erosion problem is currently threatening Texas Highway 82 which links Port Arthur, Texas to Cameron, Louisiana. Pleasure Island holds great potential for future recreational and industrial development for the Greater Port Arthur area and also serves as a natural wave barrier for the protection of Port Arthur.

We, therefore, request your favorable consideration of including this unbudgeted item in the FY '84 Budget.

GULF INTRACOASTAL WATERWAY

We, the Board of Directors of the Greater Port Arthur Chamber of Commerce, request your favorable consideration of the $13,993,000 appropriation for the operation and maintenance of the Gulf Intracoastal Waterway for the fiscal year 1984.

The Gulf Intracoastal Waterway of Texas is an indispensable link between area refineries, chemical and petrochemical plants, all of which are absolutely essential to the security as well as the economical well being of our Nation today.

Few, if any, waterways in America contribute more to the American economy, to our strengthened relations with a peaceful world, and toward achieving a better balance of trade than the Gulf Intracoastal Waterway of Texas.

We, therefore, respectfully request your favorable consideration of this $13,993,000 appropriation.

STATEMENT OF STEPHEN N. HUFFMAN, CITY MANAGER, GALVESTON, TEX.

Dear Chairman Hatfield:

On behalf of the Mayor, City Council, and citizens of Galveston, I urge your support for appropriations for the following projects in fiscal year 1984 budget:

	Budgeted Amount
Clear Creek - Advanced Engineering and Design	$ 152,000
Galveston Bay Area Navigation Survey	168,000
Galveston Harbor and Channel - Operation and Maintenance	3,978,000
Texas City Channel - Operation and Maintenance	2,350,000
Gulf Intracoastal Waterway - Operation and Maintenance	13,993,000
Houston Ship Channel - Operation and Maintenance	12,962,000

Projects not included in the 1984 budget for which funding will be requested by County Judge Holbrook are:

Dickinson Bayou Flood Control and Survey
Texas City and Vicinity Hurricane Protection
Clear Creek Construction on the Clear Creek Project

Our desire is to have Galveston County Projects funded at the full capacity of the U.S. Corps of Engineers' recommendation or the amount requested by Congressman Jack Brooks.

I truly appreciate the opportunity to present this letter in support of crucial Galveston County water maintenance and flood control projects.

STATEMENT OF DAVID B. ROSS, PRESIDENT AND CHIEF EXECUTIVE OFFICER, CLEAR LAKE AREA (TEX.) CHAMBER OF COMMERCE

Dear Senator Hatfield and Members of the Subcommittee:

The Clear Lake Area Chamber of Commerce has provided support for flood control projects on Clear Creek and Clear Lake for many years and urges the committee to authorize $152,000 which the U.S. Corps of Engineers states is their capability in fiscal year 1983 and recommended by the Administration to conduct advance engineering and design in this most important flood control project in Galveston County, Harris County, and Brazoria County.

We are also respectfully requesting that you authorize $300,000 in construction funds and approve a new construction start for the Clear Creek Flood Control Project. These funds are not recommended in the Administrations' budget, but we are reliably informed that the U.S. Corps of Engineers will be able to let a contract by the last quarter of FY84, and it is most important that this project begin as soon as possible.

After 10 years of planning, the Corps of Engineers has made a final engineering decision on the type project to provide flood relief for over 500,000 people in the Clear Creek watershed and still protect the sensitive environment of Clear Creek, and this decision has overwhelming public support as evidenced in a January, 1982, Public Hearing. The three local sponsors (Galveston, Harris, and Brazoria County Drainage District No. 4) support the Corps of Engineers' proposal which will accommodate a 10-year flood with the remainder of the 100-year flood plain to be protected by flood plain management.

In 1979, over 2,000 homes in Friendswood and League City along Clear Creek were flooded twice, in July from Tropical Storm, Claudette and again in September. Several thousand homes were also flooded in Brazoria and Harris counties. Losses from flooding in these three counties from the 1979 floods are well over $200,000,000. People are desperate to do something--almost anything--on Clear Creek, and the Corps of Engineers is trying to expedite this project.

Inasmuch as the Clear Creek Flood Control Project has been in the study and design stage for almost 15 years, it is most urgent that construction start as soon as possible. Although the Administration is not recommending any new flood control projects, this study has been a top priority by the Corps of Engineers and over $1,500,000 has been spent. It would be disastrous to the people along Clear Creek if this project were shelved after all of the time, effort and money spent in detailed studies. We sincerely hope you will give every consideration to approving a new construction start on Clear Creek and authorize the Corps of Engineers to spend $300,000 in construction funds for the first contract.

The Clear Lake Area Chamber of Commerce supports the construction of the La Marque pump station on the Texas City - La Marque Seawall, the Highland Bayou Flood Control Project, and the study of Flood Control on Dickinson Bayou. Written detailed support for the projects has been well documented before the committee.

Thank you for your consideration of the requests. The Clear Lake Area Chamber of Commerce will assist you in anyway possible, if needed.

STATEMENT OF EMMETT F. LOWRY, MAYOR, TEXAS CITY, TEX.

On behalf of the City Commission and the citizens of Texas City we sincerely request your support for adequate appropriations for Operations and Maintenance of the Texas City Channel, Galveston Bay Area Navigation Survey and Gulf Intracoastal Waterway. The port of Texas City handles more than 33 million tons of shipping annually, the majority of which consists of raw and finished products from our multi-million dollar petro-chemical industries. The economic life of our community depends to a large degree, upon the industries and the many supporting service and retail businesses.

Residents of the Dickinson and Clear Creek areas have been flooded repeatedly because of heavy rainfall. The Dickinson Bayou study is absolutely essential as is the need for funds for completion of engineering and design to relieve the problem on Clear Creek. We urge your support on these two items even though they are not included in the budget recommendations.

Should you have any specific questions pertaining to these projects, we will be most willing to cooperate in providing any information we have available for the use of your Committee.

STATEMENT OF JEFFERSON COUNTY (TEX.) DRAINAGE DISTRICT NO. 6

Dear Congressman Hatfield:

The Taylors Bayou Drainage and Flood Control Project, after years of study and planning, has taken another step toward reality during the past year with the awarding of the first construction contract by the U.S. Corps of Engineers, Galveston District, for the widening and deepening of the lower reaches of the system. With the completion of this first contract in Phase I of the total project, it is anticipated that Contract II will be let in the mid to late summer bringing the reality of decent drainage and flood control another step closer for the citizens of southeast Texas.

None of this could have happened without the tireless efforts of our Congressman Jack Brooks and the willingness of some caring senators such as you working toward securing needed federal funding for this and similar projects.

Because the need for this project is still as important as ever and the fact that the citizens are still behind improved drainage as demonstrated by their approval of local bond issues, we are again requesting funding in the forthcoming fiscal year.

We have been advised that $2.6 million has been allocated for this project in the currently proposed budget and we are indeed grateful for that; but recent conversations with the Corps of Engineers, Galveston District, has revealed that they have a capability of managing $3.1 million.

We are, therefore, requesting that $3.1 million be included in the final budget for fiscal year 1984.

Your assistance and help in securing additional funding for this vital project already currently under construction is sincerely appreciated.

The District also supports funding for the Sabine-Neches Waterway (O & M) in the amount of $ 9.9 million and consideration for funding of the Neches River Salt Water Barrier at Beaumont. Both of these projects are vital and needed to improve the overall quality of life in this area.

STATEMENT OF HON. LLOYD BENTSEN, U.S. SENATOR FROM TEXAS

Senator BENTSEN. Thank you very much, Mr. Chairman, and gentlemen of the committee and my great friend, Jack Brooks. I just say to you, Mr. Chairman, I think I ride in on Jack Brooks' coattails in that part of Texas. [Laughter.]

Congress could not do without a Jack Brooks, but I am not sure it could stand up to two of them. [Laughter.]

Mr. BROOKS. Not necessary.

PUBLIC WORKS INVESTMENTS

Senator BENTSEN. Mr. Chairman, I am delighted to have a chance to be with you and talk about something that is increasing in national significance, a growing realization that we are just not making the investments that we have to make in our public facilities. They have a buzz word for it now; they call it infrastructure. It has become a very popular part of our national vocabulary.

At the same time, I think there is a growing recognition that water resources just have to be developed and they have to be enhanced. Our failure to take care of that critical resource is something we are going to pay for and pay for heavily.

Actually, we are spending in real dollars about 50 percent of what we were spending just 15 years ago.

Mr. Chairman, I strongly support the President's budget request for fiscal year 1984 for each one of these Texas projects, and then I think there are some additional ones where we are going to have to spend some more funds in the way of capital investment. I have given that in detail in my written testimony.

Mr. Chairman, I don't have a lot more to say. I can only give you part of the picture, but the people that Jack Brooks was calling out and the others who are here, those are people that are the history of water development in Texas. They are the history of it, and they are the future of it. They are the grassroots of concern for water development investment in the State which I have the honor of representing. I ask your urgent consideration for those things that they have proposed and they have long fought for in Texas. Thank you very much, Mr. Chairman.

Senator BURDICK. Any questions?

INNOVATIVE PROJECT COST SHARING

Senator ABDNOR. I would like to say, I serve on the Public Works Committee with the good Senator as well as the Water Resources Subcommittee. We both know the problems; have had the battles. We have not had a new startup since 1980 and have not passed an authorization bill even longer than that.

Do you think on some of these projects we are talking about here, that Texas will go along with some kind of cost sharing if that comes into being?

Senator BENTSEN. I think there is no question that we are going to see some changes, adjustments. There will be some cost sharing taking place on some of these projects; some of them are already talking about that.

Senator, you and I have worked in the committee and both are deeply interested in this subject and we are both strong supporters of this kind of capital investment, and I want to work with you and see what we can do in a positive way to achieve some of these things. It has to be done.

Senator ABDNOR. I couldn't agree more with the Senator. The Senator has been a great asset in the promotion of water projects, and I have learned a lot from you. You have been around here longer than I. We do have to come up with some new approach. It isn't like the good old days where we have dollars to put out. It is getting tougher and tougher for those of us who believe so much in water resource development—this effort has been on the short end of the appropriations for a long time. Hopefully, we can do a better job at this end. It is just going to take some additional funds, I guess, from the local and State level.

We are going to be holding hearings on that matter trying to figure out some other approach. I do think we are going to get water moving again.

You talk about energy, and you people have it all out in Texas. I think water is going to be a far greater problem for us. A lot of other people have said that for years. Even the heart of the energy crisis is going to look like child's play compared to what will happen when we run out of water.

Senator, we are going to, hopefully, come up with some answers to help us find some of these activities.

I was wondering, Jack, you said the Clear Creek——

Mr. BROOKS. Which one?

Senator ABDNOR. You mentioned the Clear Creek project. That is the one already authorized?

Mr. BROOKS. The study has been completed. It has been authorized and ready for construction. We don't need a lot to start it. It is right between Houston and Galveston County. You have a lot of heavy development and people who live in there. A lot of these people are from that area. The channel in that area cannot handle the flood flows and they have had disastrous floods.

Senator ABDNOR. Thank you. I notice your statement includes a number of projects that are not funded yet, and finding those extra dollars is not going to be very easy with the ceilings we have in the budget. We are going to have to find additional moneys around here along with the help of the States. I look forward to working with Senator Bentsen in trying to find some dollars. Thank you.

Senator BURDICK. I would like to make a comment in view of my colleague's remarks. When we talk about cost sharing, are we talking about authorized projects, a change in the approved cost sharing?

Senator BENTSEN. I think you can even see some there, Senator. It won't be just new water projects. I want to get the bloody thing started—I really do. It is terribly important we get underway.

Senator BURDICK. We have had projects authorized for 10 to 15 years waiting patiently for funding, and then we go back and change the rules. I don't think that is very good. I think the authorization should set the level of cost-sharing projects, yes. That is the North Dakota view.

Senator BENTSEN. I have heard all that applause back there. Lloyd Bentsen is going to do everything he can to see that we get some results and get these things done.

Senator BURDICK. I know. Thank you very much, Senator. Your full statement will be incorporated in the record at this point.

[The statement follows:]

STATEMENT OF SENATOR LLOYD BENTSEN

Mr. Chairman, I appreciate the opportunity to appear before your Subcommittee on an issue of significant national importance. Over the past several years there has been a growing realization that the United States is failing to maintain its investment in its public facilities. At the same time there is a growing recognition that water resources must be developed and enhanced. Yet in real terms we are spending half of what we spent 15 years ago on water resource development.

I have long supported prudent and effective reductions in Federal spending. It is essential that we move toward a balanced budget and improve the economy. But it is equally important to continue to invest in the future and maintain those investments. Mr. Chairman, I strongly support the President's budget request for Fiscal Year 1984 for each of the Texas projects. However, I want to specifically note certain projects.

I. Corps of Engineers

Under "Surveys", the Colorado River and Tributaries, Boggy Creek at Austin, project is included. The budget request is $100,000. I endorse this funding level. The project is necessary to control flooding on Boggy Creek as it flows through poorer neighborhoods of the city. However, it contains a sound benefit to cost ratio of 1.3.

Under "Advanced Engineering and Design", Millican Lake is requested at $200,000. This funding level is fully justified. Millican Lake on the Brazos River represents an urgently needed facility to meet present as well as future water demands. Essentially all of the long-term water supply yields of all the lakes in the Brazos River Authority's basin wide water supply system is committed. Millican Lake offers the best feasible source of additional water supplies necessary to meet present and future water needs.

Under "Construction" there are seven projects I wish to highlight. First, the project to deepen the Freeport, Texas, Harbor deserves consideration by this Committee. Three years ago, the Congress acted to allow the Corps of Engineers to receive up to $10,000,000 in funds submitted by local sponsors of this project. It continues to be one of the best projects to be presented to the Committee with a benefit/cost ratio well above 6 to 1. Even through the Corps is allowed to receive these funds to begin construction on this project, the Administration wants up front financing by the local interests. It is my understanding that the Administration and the local interests have agreed to split equally the costs of relocating existing jetties. This represents a major departure from traditional port funding. The budget request includes $3.35 million for the project. The existing jetties have deteriorated because maintenance has been deferred due to the anticipated relocation. Corps officials now predict that they will collapse in the event of a hurricane and block the channel. Last year, the Committee on Environment and Public Works of which I am a senior member endorsed the agreement and recommended funding. I am informed by the Corps that the House Committee on Appropriations does not look favorably on the execution of this agreement. I believe we must reach some resolution on funding for this project. I would recommend that the Committee support the project. But, if it does not believe that funds should be provided for the project, I would request that it specifically define the conditions under which funds would be allocated to the project.

Second, the Mouth of the Colorado project is not included in the budget request for FY 84. Congress appropriated $2.6 million for Fiscal 1981 for the Mouth of the Colorado project. However, because the formal Section 221 agreement had not been signed, $2.15 million were diverted from this project to be used elsewhere. Now the appropriate documents have been concluded and the project is ready to move again. No funds have been included in the FY 84 budget request. I questioned Assistant Secretary of the Army Bill Gianelli about this failure during a recent hearing. I have received a letter from Mr. Gianelli indicating that the Department of the Army supports the navigation portion of the project under existing cost sharing formulas. And they intend to make funds available during this fiscal year. They "... do not consider it prudent, however, to move ahead with the diversion channel component of the project at this time." Mr. Chairman, this project required very careful negotiations between several Federal agencies and the local sponsor to bring it to the point where construction can continue. There are two components to the project - a navigation channel and a diversion channel. After lengthy and sometimes bitter negotiations regarding the development of the Environmental Impact Statement on the project, a carefully crafted arrangement was devised with respect to the funding of the two components. The navigation component would continue to be funded under existing cost sharing formulas and the diversion channel component would be fully Federally funded because its extensive benefits relate to national interests through the enhancement of commercial fishing. The Corps of Engineers, EPA, Fish and Wildlife Service, other agencies, and the local sponsors all agreed on this arrangement. It is a sound and practical approach to the problems that were raised by the project. The agreement recognized the initial construction would be on the navigation portion of the project because jetty construction is the first portion of the project. However, when dredging of the navigation portion of the project begins, the diversion channel dredging would be done. Mr. Chairman, I endorse the use of funds in FY 83 for the Mouth of the Colorado project and recommend funds be added for FY 84. However, there should be an explicit requirement that these funds be used consistent with the agreements that have been made.

Third, last year, the House-passed bill for appropriations for energy and water development included a provision clarifying the status of the Wallisville Reservior, Texas, project. I would recommend that this provision be included in this appropriations bill or in any FY 83 Supplemental Appropriations bill that is available. The project is urgently needed for a water supply source and salt water barrier in the Lower Trinity Basin for the City of Houston and several rice irrigation systems.

Fourth, the San Gabriel River Project is budgeted for $250,000 in FY 84. These are essential funds to move forward on the Lake South Fork segment of the project. It is urgently needed at the earliest practicable date in order to help meet the growing municipal water needs of this area.

Fifth, the Salt Water Barrier in Neches River Basin at Beaumont, Texas project will provide a gated water barrier at mile 23 of the river near Beaumont, a gated navigation bypass channel, an access road and levee, and an auxiliary dam across the channel which drains an adjacent bayou. This proposed structure would prevent salt water from intruding into the Lower Neches Valley Authority intake canals as well as provide a free and unobstructed use of the existing navigable portion of the Neches River. The barrier will afford needed water quality protection to municipalities, the large petro-chemical industries of southeast Texas and irrigation water for rice farmers. Environmental comments from all interested parties has been favorable. The General Design Memorandum and Final Supplement to the Final Environmental Impact Statement have been completed and have been filed with the appropriate agencies. I am confident that the Corps of Engineers could initiate construction on this project in FY 84, but the President did not propose any funding. I believe that the Corps has the capability of approximately $700,000 to begin construction on this vital project and would urge the Committee to consider such action.

Sixth, construction on the Taylors Bayou project is budgeted in the President's budget request at $2.6 million. This important flood control project could be expedited by funding at full capability of $3.1 million. I would recommend that the Committee consider that level of funding.

Seventh, the Clear Creek, Texas, project for flood control is included in the budget at $152,000 to complete planning of the project. It is my understanding that the Corps could begin construction on the project and the local supporters are interested in negotiating on the project to facilitate its construction. Indications are that $300,000 could be utilized to initiate construction of this important flood control project. I would suggest that the Committee closely examine the possibilities of initiating construction on this project during FY 84.

Under "Operations and Maintenance", the Trinity River to Liberty - authorized as a six foot channel - has not received maintenance dredging since 1977. Much of this delay has been due to the absence of spoil easements. It is my understanding that the easement question is resolved or close to resolution. However, no funds have been requested to maintain the channel in the FY 84 budget. The Corps has a capability of $1.232 million for dredging in this area. I would recommend that funds be provided for maintenance. Presently, this channel is largely impassible.

I would also like to call to the Committee's attention a problem that has caused considerable reaction in my State - the question of park closings. Over the past couple of years the Corps has been evaluating the closure or reduction in use of recreational facilities at Corps lakes. I would urge the Committee to look at the wisdom of these steps. The taxpayers have spent millions of dollars to build these lakes and their associated recreational facilities. Use of the facilities grows each year.

In my state this Corps policy will have a significant effect on about 20 percent of visitations. As I look to the future, I see more and more people using or wanting to use their taxpayer built facilities. I must question whether this policy is penny-wise, dollar-foolish. I must believe that ultimately more facilities will be needed. We could well find that this short term policy will lead to greater future costs. This is what the Committee should closely examine.

II. Bureau of Reclamation

In addition to supporting funding for Corps projects, I also strongly support the budget request for Bureau of Reclamation projects and loan programs. I want to specifically highlight five General Investigations being undertaken by the Bureau of Reclamation: The Bon Wier Project, the Columbus Bend M & I Water Supply Study, the Bedias Reservoirs, the San Jacinto River Basin, and the Texas Big Sandy Project.

GULF INTRACOASTAL WATERWAY

STATEMENT OF DALE MILLER, PRESIDENT, GULF INTRACOASTAL CANAL ASSOCIATION

Senator BURDICK. Dale Miller, president of the Gulf Introcoastal Canal Association, is the next witness.

Mr. MILLER. Mr. Chairman, my name is Dale Miller, president of the Gulf Intracoastal Canal Association. The intracoastal waterway and transportation facility extends for 400 miles. It is a complex system and consists not only of a main channel, but tributaries, streams, access channels outward to the gulf, deep-water and shallow-draft projects alike. A number of these projects are having their own water projects before your subcommittee, and I do not want to encroach upon the time of your committee by offering any repetitious testimony.

I have submitted a statement for the record, which I am sure you will examine carefully. That will conclude my testimony, Mr. Chairman, except to say I want to associate my testimony and associate myself with the remarks of the Trinity Improvement Association, of which I am a director, and to associate myself now with the director of the Port of Corpus Christi, Mr. Harry Plomarity, who is sitting beside me.

[The statement follows:]

STATEMENT OF DALE MILLER, PRESIDENT, GULF INTRACOASTAL CANAL ASSOCIATION

My name is Dale Miller, and I am President of the Gulf Intracoastal Canal Association, with principal offices in Houston. It is my privilege to appear before you again today, as I have each year for a considerable period of time, to recommend the appropriation of adequate funds to continue the improvement and efficient operation of the Gulf Intracoastal Waterway system, and related shallow-draft and deep-draft projects along the Gulf Coast and into the hinterlands. A number of these projects are being represented by well-informed witnesses during the course of your hearings, and I shall not encumber the record with repetitious testimony. It will be my function to depict briefly a broader picture of this impressive navigation development along the Gulf Coast.

Our Gulf Intracoastal Canal Association was organized in 1905, nearly 78 years ago, and through the years it has cooperated actively with Congress and Government agencies in the creation of the Gulf Intracoastal Waterway system, a complex of navigation facilities which has come to be regarded as the most remarkable artery of transportation in America. It has achieved by far the highest ratio of benefits to costs of any waterway in the nation -- or of any other form of transportation. Its annual commerce of approximately 100,000,000 tons exceeds by twenty times the figure of 5,000,000 tons which was originally predicted for it when it was authorized. It is a noteworthy fact that this Canal returns each year more than $26 in savings in transportation costs for every dollar expended by the Federal Government in its construction, maintenance, and operation.

I am aware that these facts are known to many members of this Subcommittee, who have been close to this subject for years; but I review them briefly here to place in proper perspective my appearance before you in behalf of adequate appropriations to perpetuate the worthwhile service being performed by the Intracoastal Canal and related navigation projects. I have no hesitancy in asserting that their record of service in the past fully justifies your favorable consideration of their needs today.

In submitting for your consideration these meritorious projects along the Gulf Coast, we conform our recommendations to criteria which we think are sound, these criteria having been established by findings of responsible officers of the Corps of Engineers as to the amount of funds which can be economically expended during the year. While recommendations of the Office of Management and Budget reflect such criteria in some instances, they fail to do so in many cases, and we respectfully suggest that the more reliable guide to a realistic civil works program is provided by the ability of the Corps to prosecute its work on a sound basis.

With respect to the Gulf Intracoastal Waterway itself, our most important objective in the future will be the deepening and widening of the main channel to accommodate its rapidly growing commerce. Congress has already authorized new dimensions for the busy central segment between New Orleans and Houston, with increases from 12 to 16 feet in depth and from 125 to 150 and 200 feet in width. We are confident that the Subcommittee shares our awareness of the importance of this authorized project, but we do not request funds to initiate construction at the present time, since local problems have not yet been resolved. Inasmuch as the project spans a distance of 350 miles, problems of rights-of-way and pipeline relocations are of course formidable, but we intend to have them resolved, and our request just now is only that the Subcommittee keep in mind the importance of this undertaking until such time that we seek funds to get construction underway.

Meanwhile, however, it is a notable fact that during the period since those new dimensions were authorized in 1966 the commerce moving over the Waterway has more than doubled. In other words, if Congress found it necessary to authorize a considerable deepening and widening when the traffic was less than half of what it is today, what might be said of its actual requirements now? For this reason, we secured authority from Congress to empower the Corps of Engineers to up-date those studies which led to that authorization -- to determine if present conditions do not in fact require still greater dimensions. We recommend that the Subcommittee provide whatever funds may be required by the Corps of Engineers to bring this important investigation to an expeditious conclusion.

Virtually all navigation projects on the Gulf Coast -- both deep-draft and shallow-draft channels -- either coincide with, or are tributary to, the Gulf Intracoastal Waterway, and for this reason our Association has a vital interest in their development and improvement. Accordingly, we earnestly request the Subcommittee to give favorable consideration to the needs of all such projects.

One of the most important objectives of the Gulf Intracoastal Canal Association is the extension of navigation into the hinterlands through the development of principal tributaries. Of major importance in the eastern Gulf is the Tennessee-Tombigbee, the construction of which should be expedited. Of comparable importance in the western Gulf is the Trinity River in Texas. Despite a number of problems that have been encountered in some areas of the watershed, we believe the project remains viable for navigation to a considerable distance inland.

As important as tributary streams into the hinterlands, however, are access channels outward to the Gulf, especially in view of the increasing activity in offshore petroleum development. Improvement of existing facilities, and construction of new channels as required, will be essential to this development -- as will be increased dimensions for progressive Gulf Coast ports. The Gulf Intracoastal Waterway will be a vital part of all this activity, and our Association urges the Appropriations Subcommittee to be promptly responsive to such needs.

Of significance to our long-range program are two projects in Florida. One is the Cross-Florida Barge Canal, a project designed to connect the Gulf and Atlantic inland waterways into a continuous navigation facility extending from the Mexican border to the northeastern area of the United States. We deplore the arbitrary action of the Administration in 1971 in halting construction of this project -- on which more than fifty million dollars had been expended to bring it to one-third complation -- but it remains our conviction that it is needed, and we are hopeful of its eventual re-consideration. The other project is the extension of the Gulf Intracoastal Waterway from St. Marks to Tampa Bay -- the missing link in a protected inland navigation channel which otherwise extends along the entire Gulf. This key project should be constructed in order to complete the system.

Funds for general investigations, and advance engineering and design, are as important as funds for construction, for without adequate appropriations in those categories a realistic and beneficial public works program cannot be perpetuated. Sufficient funds for rehabilitation work should likewise be supplied when required, in order that the system may operate at its maximum efficiency. We were heartened by the initiation of construction in fall of 1981 of the new Leland Bowman Lock in Louisiana, as a replacement for the obsolescent Vermilion Lock, and completion of this much-needed facility should be expedited.

Although requests for construction funds are customarily accorded the greatest emphasis in these hearings, I would like to stress also the over-riding importance of appropriations for maintenance. Insufficient funds for maintenance have many times reduced the service rendered by existing rivers and harbors projects, with a resultant loss in the benefits which became available upon their completion.

Even though continued Federal funding of this vital Waterway is of primary importance, perhaps the most important issues confronting us now are those currently under consideration by Congress. We are disturbed by pending legislation which would provide for an escalation of user charges on our inland waterways, and the assessment of "cost-sharing" or "cost-recovery" obligations on "local sponsors" of projects which actually are not local in character but regional and even national in significance. All such proposals would require passing added costs along to the consumers, aggravating inflationary pressures which beset our economy.

Such added costs would seriously imperil the role of navigation in the competitive market place of transportation. Such issues are of major concern to all of us who are involved in the effort to develop and preserve a balanced transportation system to serve the American people with a maximum degree of efficiency.

We realize that during this period of severe Budget constraints the problems confronting Congress are indeed formidable, and that a critical scrutiny must be applied to every budgetary item. But we respectfully recommend that a long-range view be taken -- a view of the potentially serious consequences which would be suffered with the imposition of additional burdens on the users and "local sponsors" of our national waterways system. Congress has historically supported waterways which are accessible to all as a matter of vital national interest, and this far-sighted view has enabled our Nation's waterways to become the best in the world.

The assessment of additional charges on the users, and on those who participate in the development of our waterways, could have a devastating effect on struggling marginal operators and on many smaller ports which depend on the waterways for economic survival. We earnestly urge the Congress to give thorough and deliberate attention to the gravity of this problem.

I appreciate the opportunity to appear before you today in support of our Association's program, which, succinctly stated, is to promote the economic growth and development of the Gulf Coast through low-cost water transportation.

CORPUS CHRISTI SHIP CHANNEL, TEXAS

STATEMENT OF HARRY PLOMARITY, PORT DIRECTOR, PORT OF CORPUS CHRISTI

Senator BURDICK. Mr. Plomarity.

Mr. PLOMARITY. Mr. Chairman and gentlemen of the subcommittee, my name is Harry Plomarity. I am port director for the Port of Corpus Christi Authority. This authority is the local sponsor for the federally authorized Corpus Christi ship channel.

I appear before you today urging that the Congress appropriate $9.2 million to continue the deepening of the Corpus Christi ship channel project in accordance with the 45-foot authorization dated August 1968. We urge the Congress to appropriate the $9.2 million which is in the President's budget and is the Corps of Engineers' capability for fiscal year 1984.

Second, we urge the appropriation of $4.746 million to continue the operation and maintenance of the Corpus Christi channel project during fiscal year 1984 in order to insure the current project depths are maintained.

The Port of Corpus Christi ranks among the 10 largest ports in the Nation in terms of total waterborne commerce. In 1982, port commerce totalled over 43 million tons. Although port tonnage was somewhat below the previous year, this decline was much less than that experienced by many of the Nation's ports. The decline at Corpus Christi is attributable to three factors, including: General economic conditions; sharp reductions in crude oil exports; and the loss of a major share of the grain exports through the Port of Corpus Christi because of the explosion at the public elevator. Although commerce has declined because of economic conditions and other factors, the commerce handled by the port continues to fully justify both requested and past appropriations which Congress has made in constructing and maintaining the Port of Corpus Christi.

However, the future growth of commerce and the need to accommodate larger ships and increased traffic is dependent upon congressional funding of these costs associated with the maintenance and improvements to the ship channel.

Thank you.

[The statement follows:]

STATEMENT OF HARRY G. PLOMARITY, PORT DIRECTOR, PORT OF CORPUS CHRIST AUTHORITY, TEXAS

My name is Harry G. Plomarity. I am Port Director for the PORT OF CORPUS CHRISTI AUTHORITY of Corpus Christi, Texas, (formerly Nueces County Navigation District No. 1). This Authority is the local sponsor for the federally authorized CORPUS CHRISTI SHIP CHANNEL, TEXAS PROJECT.

REQUEST FOR FUNDS

I appear before you today urging that the 98th Congress, 1st Session, appropriate the following funds which were recommended in the President's budget for FY84:

A. FUNDS TO CONTINUE CONSTRUCTION OF THE AUTHORIZED CHANNEL IMPROVEMENTS

Appropriate $9,200,000 to continue the deepening of the CORPUS CHRISTI SHIP CHANNEL PROJECT in accordance with the 45-foot authorization (Senate Document No. 99 Public Law 483, dated August 13, 1968). The Corps engineering capability for FY 84 is the same as the President's recommended budget.

B. FUNDS FOR OPERATION AND MAINTENANCE OF THE WATERWAY

Appropriate $4,746,000 to continue the operation and maintenance of the CORPUS CHRISTI CHANNEL PROJECT during FY84. This requested appropriation is included in the President's recommended budget.

DESCRIPTION OF AUTHORIZED BUT INCOMPLETE IMPROVEMENTS

The following authorized improvements have yet to be completed:

A. Deepening of the Corpus Christi Inner Harbor channels and basins from Beacon 82 (Mile 21.90) which is about one mile seaward of the Corpus Christi Harbor Bridge at the entrance to the Inner Harbor to and including the Viola Turning Basin (Mile 31.60) at the head of navigation from the existing 40 foot depth to the authorized 45 foot depth.

B. Widening of the Tule Lake and Viola Channels from the existing 200-foot bottom width to the authorized 300-foot bottom width.

C. Enlarging of the Chemical, Tule Lake, and Viola Turning Basins to provide minimum turning diameters of 1,200 feet.

D. Finishing the construction of three lay berths and constructing three (3) additional berths adjacent to the ship channel near Port Ingleside, Texas. (Mile 13.36).

STATUS OF AUTHORIZED IMPROVEMENTS TO THE CORPUS CHRISTI SHIP CHANNEL

All improvements to the Corpus Christi Ship Channel Project (formerly Port Aransas-Corpus Christi Waterway) authorized prior to the 90th Congress, 2nd Session are essentially complete. Table No. 1 below shows the existing, the completed and the authorized dimensions of the respective reaches of this Project.

DESCRIPTION OF CONSTRUCTION AND MAINTENANCE ACTIVITIES IN PROGRESS

A. DREDGING OF THE 45 FOOT INNER HARBOR PROJECT

The next work on the authorized 45-foot Project awaits the Corps of Engineers completing detailed soil investigations on the proposed levee alignment and the preparations of detailed plans, specifications and Contract Documents for a levee contract and the development of a mitigation plan acceptable to the environmental regulatory agencies.

The 1975 Corps 50-year disposal plan used a limited acreage of Port Authority bay bottoms in Nueces Bay to contain the dredged material and permit the effluent to return to the ship channel. Because this plan was not acceptable to the environmental agencies, it was abandoned.

TABLE NO. I
CORPUS CHRISTI SHIP CHANNEL
Existing and Authorizad Waterway Dimensions
(As of March 1, 1982)

Section of Waterway	Existing Dimensions (in feet)		Authorized Dimensions (in feet)	
	Depth MLT	Bottom Width	Depth MLT	Bottom Width
Outer Bar Channel	x	x	47	700
Jetty Channel:				
Outer End Jetty Channel to Jetty Entrance	x	x	47 to 45	700 to 600
Between Jetties	x	x	45	600
Inner Basin at Harbor Island	x	x	45	730 to 1720
Inner Basin to Ferry Landing at Port Aransas	x	x	45	600
Port Aransas to La Quinta Channel Junction	x	x	45	500
Mooring Area - Port Ingleside	x	x	45	150
La Quinta Junction to Corpus Christi	x	x	45	400
La Quinta Channel	x	x	45	300
La Quinta Turning Basin	x	x	45	800x1200
Corpus Christi Turning Basin	40	1000	45	800
Industrial Canal	40	400	45	400
Avery Point Turning Basin	40	1000	45	975x1050
Tule Lake Channel (Avery Point to Chemical turning Basin)	40	350	45	400 min.
Chemical Turning Basin	40	920 dia.	45	1200 dia.
Tule Lake Channel (Chemical Basin to Tule Lake Basin)	40	200	45	300
Tule Lake Turning Basin	40	900	45	1000x1200
Viola Channel (Tule Lake Basin to Viola Basin)	40	200	45	300
Viola Turning Basin	40	700 to 900	45	1200 dia.

x Waterway completed to authorized dimensions

It was not until 1980, that the Corps again untook the development of a disposal plan for the Inner Harbor. This plan proposed the use of farmland to contain the shoaling that periodically must be removed to maintain project depths. When farming interests whose land would be affected learned of this plan, they immediately contacted the Secretary of Agriculture and their Congressional representatives expressing strong opposition to the use of prime farmlands. Because of these concerns, the Texas Senators and local Congressman called a meeting of all Federal Agencies involved in the decision making process on federal projects. At this meeting on July 29, 1980, all agencies agreed to cooperate with the Corps in developing an acceptable 50-year disposal plan within one year with the Corps as the lead agency.

A "tentative recommended plan" was developed and a public hearing held on September 19, 1981. This plan required the use of 2,240 acres of Nueces Bay bottoms over a 50-year period but only a limited acreage of the bay bottoms would be used initially. This plan also included mitigation to compensate for the loss of bay bottom habitat. Local governmental agencies, the Governor, the Texas Senators, local public agencies, and many private citizens strongly supported this plan. Limited but vocal opposition came from a few environmental groups.

During the District Engineer's revision of the Final Environmental Statement based on the hearing record, the Southwest Division Engineer began negotiating with the Federal

Environmental Agencies to modify the plan which had been the subject of the public hearing. The Division Engineer reduced the bay bottom acreage in the plan to about 1200 acres. Based on the changes made by the General, the District Engineer modified the plan and prepared a "Record of Decision" for the General's signature.

While the District Engineer's report was being revised, the Southwestern Division Engineer unilaterally and without consulting the local sponsor released his conceptual plan and accompanied it with his Record of Decision. His plan did not require the use of any bay bottoms, but it also reduced the projected life of the disposal plan to less than 25 years and provided no capacity for dredged material removed from berths and slips which local interest must provide if the community is to take advantage of the deeper channel. Neither did his plan provide any disposal areas for improvements needed in the interest of navigational safety. Although only emergent lands would be used as disposal areas his plan required about 200 acres of land for mitigation purposes.

> The Corps expects to award a levee construction contract during this fiscal year with channel deepening and widening to commence about two years later. For this work to proceed expediously as scheduled, we urge that Congress appropriate the $9,200,000 which is in the President's budget and is the Corps of Engineers capabiliy for FY 84.

B. OPERATION AND MAINTENANCE OF THE SHIP CHANNEL

The Corpus Christi Inner Harbor reach from Mile 21.90 to about Mile 24.00 is scheduled to be restored to project depth during FY 84. Refurbishing of the existing levees to contain the dredged material will also be included in this contract.

A maintenance dredging contract on the main channel is planned from the Inner Basin at Harbor Island to the La Quinta Channel Junction at Mile 14.14.

> To assure that current project depths are maintained, we strongly support the President's budget recommendation that $4,746,000 be appropriated for operation and maintenance of the Corpus Christi Ship Channel Project during FY 84.

C. REVIEW REPORT ON THE CORPUS CHRISTI SHIP CHANNEL PROJECT

Information needed to prepare this review report on requested modifications to the Corpus Christi Ship Channel Project pursuant to House Public Works Committee resolution adopted on September 19, 1972 has been completed. Writing of this report awaits the adoption of legislation establishing a user charge and cost recovery policy for the Nation's waterways.

> We urge that this study be given special consideration and that the recommended improvements be "grandfathered" since Congress authorized this study long before any consideration was being given to revising the Nation's waterway policy. Further we urge that the Corps report be expedited for Congressional approval once user charges and cost recovery legislation becomes law.

JUSTIFICATION FOR CONGRESS APPROPRIATING THE RECOMMENDED FUNDS

The PORT OF CORPUS CHRISTI, Texas ranks among the 10th largest ports in the Nation in terms of total waterborne commerce. In 1982 port commerce totalled 43,152,365 tons (PCCA Statistics).

Although port tonnage was somewhat below the previous year, this decline was much less than that experienced by many of the Nation's ports. The decline at Corpus Christi is attributable to three factors; general economic conditions; sharp reduction in crude oil imports; and the loss of a major share of the grain exports through the Port of Corpus Christi because of the explosion at the Public Elevator which put it out of service for the last nine (9) months of the year.

In the Corpus Christi Inner Harbor where most refining and processing occurs, crude imports were down only 6 percent over 1981. Ship traffic showed a 3 percent gain while barge traffic declined 16.8 percent. Table No. II, which follows, shows annual waterborne commerce and traffic through the Port of Corpus Christi during the past (10) ten years.

TABLE NO. II
ANNUAL WATERBORNE COMMERCE AND TRAFFIC ON
THE CORPUS CHRISTI SHIP CHANNEL

Year	Total Waterborne Commerce & Traffic (All Divisions)			Corpus Christi Waterborne Commerce & Traffic Excluding Harbor Island		
	Commerce (S. Tons)		Total (2) Vessel Traffic (one-way only)	Commerce (S. Tons)		Corpus Christi Traffic (2) (one-way only)
	U.S.Corps of Engineers (3)	Port of Corpus Christi (1) (2)		U.S. Corps of Engineers	Port of Corpus Christi (1) (2)	
1973	(a) 27,171,559	30,031,968	5696	(a) 24,794,711	27,015,499	5277
1974	(a) 35,645,004	40,896,346	8014	(a) 30,708,518	35,451,188	6443
1975	(a) 41,290,771	44,606,135	7606	(a) 35,487,454	37,945,544	5500
1976	43,492,959	48,293,793	7033	38,558,753	43,432,049	4782
1977	56,041,113	60,669,825	(b) 5446	46,732,810	53,705,517	(b) 4761
1978	54,678,296	61,246,725	(b) 6500	46,554,601	54,611,337	(b) 5529
1979	55,597,104	60,846,745	(b) 6991	46,422,792	54,121,877	(b) 6168
1980	45,087,364	53,506,420	(b) 7408	39,107,016	48,802,788	(b) 6822
1981	*	50,310,474	(b) 6786	*	47,545,612	(b) 6395
1982	*	43,152,365	5832	*	41,497,550	(b) 5500

*Not Available

(1) Statistics of the Port of Corpus Christi Authority (formerly Nueces County Navigation District No 1 -NCND). Port Authority records are maintained slightly differently from those of the Corps of Engineers.

(2) Corpus Christi commerce and traffic includes the Corpus Christi Inner Harbor, Port Ingleside, and La Quinta Channel. Harbor Island commerce and traffic are not shown separately, but are included in the total waterborne commerce.

(3) Certain military cargoes and bunkers are excluded from the Corps' statistics. The Port includes all cargo and bunkers which move across the docks, but bunkers loaded onboard ships from barges are counted only as barge cargo. The Port of Corpus Christi statistics are based upon actual records of cargo shippers and receivers.

(a) From 1973 to 1975 the Bureau of the Census failed to report most of the imported bauxite ore.

(b) From 1977 through 1982, each barge is counted separately, but tugs handling the tows are not included.

CONCLUSIONS:

Although waterborne commerce and traffic shown on Table II has declined because of economic conditions and other factors, the commerce handled by the Port continues to fully justify both requested and past appropriations which Congress has made in constructing and maintaining the Port of Corpus Christi. However, the future growth of commerce and the need to accommodate larger ships and increased traffic is dependent upon Congressional funding of those costs associated with the maintenance and improvements to the ship channel.

The importance of the PORT OF CORPUS CHRISTI to the Nation's international trade and world commerce clearly indicates that the public interest would best be served if large contributions were not required from users of the Port. But, if user fees must be assessed, these fees should be based on the value of the cargo and not on cargo tonnage. If user fees are based on tonnage, grain exports may become non-competitive in the world market. Basing such charges on cargo tonnage would defeat the needs of this Nation to export large volumes of grain, agricultural products and other bulk commodities to improve this Nation's balance of payments.

Trinity River Basin Project, Texas

STATEMENT OF BERL E. GODFREY, CHAIRMAN OF THE BOARD, TRINITY IMPROVEMENT ASSOCIATION

Senator Burdick. Our next witness is Berl Godfrey, chairman of the board of the Trinity Improvement Association.

Mr. Godfrey. Mr. Chairman and members of the committee, my name is Berl Godfrey of Fort Worth, Tex. I am chairman of the board of the Trinity Improvement Association. This is a nonprofit organization of citizens from throughout the basin, dedicated to the prudent development and use of the water and soil resources of the Trinity River.

Fifty-one of the business, professional, and public officials in the watershed of the Trinity have paid their own way to be here today, evidencing their strong support for the matters for consideration by the committee and in the interest of conserving your time, rather than introducing each of them, I will ask all of them to stand.

TRIBUTE TO AMON G. CARTER

For the past quarter of a century, the late Amon G. Carter, Jr., publisher of the Fort Worth Star Telegram, acted as spokesman for this association. He was a stalwart supporter of all projects beneficial to the quality of life and the economy of the region. We will miss his wise counsel and leadership.

Our delegation of 51 people has traveled here to carry on the efforts of Mr. Carter in support of water projects vital to our area. It will be my duty today to coordinate the testimony of the group, diverse in background, but united in purpose.

The strong economy and quality of life in the Trinity basin derives significantly from the development of surface water supplies, flood control, and recreation opportunities. The Federal investments in these water projects have proven to have been among the most cost effective of all expenditures of public funds, and I commend this body for the support that you have given us in the past.

The continuing growth in population and industrial development which is occurring in this part of our State has placed very heavy demands on the existing water supplies. As lignite mining opens up in the mid-Trinity basin, there will yet be more demands for water to help satisfy the Nation's energy needs and reduce the demand on oil and gas reserves. The financial burden of providing water needs grows heavier each year.

We request the committee's support of funding for the 12 Corps of Engineers and one Bureau of Reclamation projects listed on the summary page of this presentation. We also have two administrative requests concerning the Wallisville project and Cooper Lake. These will be addressed in statements following my remarks.

Our testimony this afternoon will differ in one respect from the prepared remarks furnished the committee earlier. We recommend an additional $1,232,000 for dredging the Trinity channel to the Port of Liberty, and we have also submitted today copies of 10 resolutions supporting the Lakeview project now known as the Joe Pool Lake.

We are extremely, extremely grateful for the time which this committee has graciously alotted for us to make this presentation. Please accept our appreciation for the job you have done in these difficult times, in maintaining sound water development programs that have proven their economic and environmental soundness, which justifies your consideration.

Mr. Chairman, I wish to submit for the record a complete list of the delegates appearing here today and copies of the testimony to be given by our group.

[The information follows:]

STATEMENT OF TRINITY IMPROVEMENT ASSOCIATION

The Trinity Improvement Association (TIA) requests support of the Congress with regard to the Energy and Water Development Appropriations Bill for fiscal year 1984 for projects of the Corps of Engineers and Bureau of Reclamation in Texas.

FUNDING REQUESTS:

PROJECT	BUDGET REQUEST
USBR - GENERAL INVESTIGATIONS	
BEDIAS PROJECT	$ 150,000
CORPS OF ENGINEERS - SURVEYS	
JOHNSON CREEK	$ 120,000
CORPS OF ENGINEERS - ADVANCED ENGINEERING DESIGN	
TRINITY RIVER PROJECT (CHANNEL TO LIBERTY)	$ 238,000
CORPS OF ENGINEERS - CONSTRUCTION	
JOE POOL LAKE (FORMERLY LAKEVIEW LAKE)	$ 22,800,000
RAY ROBERTS LAKE	$ 42,000,000
CORPS OF ENGINEERS - OPERATIONS AND MAINTENANCE	
BARDWELL LAKE	$ 498,000
BENBROOK LAKE	$ 704,000
GRAPEVINE LAKE	$ 1,550,000
LAVON LAKE	$ 1,598,000
LEWISVILLE DAM	$ 2,915,000
NAVARRO MILLS LAKE	$ 807,000
TRINITY RIVER (CHANNEL TO LIBERTY)	$ 7,000
WALLISVILLE PROJECT-TRINITY RIVER	$ 65,000

ADMINISTRATIVE REQUESTS:

WALLISVILLE PROJECT

The Congress is requested to direct the Corps of Engineers to complete review of the Environmental Impact Statement and Post Authorization Change Report and to expeditiously submit the Wallisville reports to the Federal District Court of Houston so the 10-year injunction can be lifted.

COOPER PROJECT

This project has been held up by injunction for 12 years and an appeal petition has been filed in the Fifth Circuit Court. While there is no funding request for this project in FY 1984, we ask that Congress proceed with this project when the lower court is overruled.

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TRINITY RIVER PROJECT, LIBERTY CHANNEL

STATEMENT OF JOHN HEBERT, COMMISSIONER, PORT OF LIBERTY, TEX.

Mr. GODFREY. Again, thank you for permitting us to appear before you. We realize how important your time is and the pressing matters that confront you during this desperate period in our Nation's time.

With these remarks, I would like to call upon a few members of the delegation who will seek briefly to make a few statements on the specific concerns of their particular area.

First I will call upon Mr. John Hebert to make his statement.

Mr. HEBERT. Mr. Chairman and members of the subcommittee, my name is John Hebert. I currently serve as commissioner for the Port of Liberty which is located at river mile 45 on the lower Trinity. I am also president of the Liberty Basin Area Chamber of Commerce. Today, I am acting as spokesman for the city of Liberty and lower Trinity region in general.

Since Liberty is served by barge transportation, the economy of the area is directly affected by the river level and channel. We request your consideration for three projects which are the life blood of our economy.

First, the continuation of maintenance dredging and snag removal along the 45-mile authorized 6-foot channel to our port. It is our understanding that the channel of Liberty project is not funded for fiscal year 1984. The Corps of Engineers advised us that in order to maintain the 6-foot project, they need an appropriation of $1,232,000. It is essential that this subcommittee include that amount in its legislation.

Second, we request your continued support for the Liberty channel component of the Trinity River project. The recommended appropriation is $238,000. Current navigation is run of the river and problematic as the result of sandbars, snags, and low flows. Because of this inability to reliably ship goods, some major industries have closed their doors and replacements are proving hard to attract. Presently, the unemployment rate for our area is at an all-time high. The solution to this problem is the multiple-purpose channel that would be provided by the Trinity River project.

Third, we also request your assistance in getting construction restarted on the Wallisville Reservoir and saltwater barrier. We know the importance of this project for the Corps of Engineers to the entire lower Trinity. This subcommittee is well aware of the significance of future water supply sources and the tremendous effect saltwater intrusion would have on the farm industry that depends on fresh water for irrigation.

As an added benefit, all of the above requested projects are needed employment opportunities for our area.

Thank you for this opportunity to speak for the citizens of the lower Trinity River.

[The statement follows:]

STATEMENT OF JOHN HEBERT, COMMISSIONER, PORT OF LIBERTY, TEX.

My name is John Hebert, and I currently serve as a Commissioner for the Port of Liberty, located at river mile 45 on the lower Trinity. I am also President of the Liberty-Dayton Area Chamber of Commerce. Today, I am acting as spokesman for the City of Liberty and Lower Trinity region in general.

Since Liberty is served by barge transportation when conditions allow, the economy of the area is directly affected by the river level and channel. We request your consideration and support of three projects which are the life blood of our economy.

Firstly, the continuation of maintenance dredging and snag removal along the 45 miles of the authorized six-foot channel to our port. It is our understanding that the Channel to Liberty project is not funded for FY 1984. The Corps of Engineers has advised us that in order to maintain the existing six-foot project, they need an appropriation of one million, two hundred, thirty-two thousand dollars ($1,232,000). It is essential that this Subcommittee will include that amount in its legislation.

Secondly, we request your continued support of the studies on the Liberty Channel component of the Trinity River Project. The recommended appropriation is two hundred, thirty-eight thousand dollars ($238,000). Current navigation is "run of the river" and problematic the result of sandbars, snags, and low flows. Because of the unreliability of shipping goods, some major industries have closed their doors and replacements are proving hard to attract. Presently, the unemployment rate for our area is at an all time high. The solution to the problem is the multiple-purpose channel provided by the Trinity River Project.

Thirdly, we request your assistance in renewing construction on the Wallisville Reservoir and Saltwater Barrier. Most of the obstacles have been resolved, and we know the importance of this project with the Corps of Engineers' Design Memorandum for the entire lower Trinity. This Subcommittee is well aware of the significance of future fresh water supply sources, and the tremendous negative effect saltwater intrusion would have on the farming industry that depends on fresh water for irrigation.

As an added benefit, all of the above requested projects will develop needed employment opportunities for our area.

Thank you for this opportunity to speak for the citizens of the Lower Trinity River interests, and your consideration and support of our project.

STATEMENT OF ROBERT HARDY, PRESIDENT, TRINITY RIVER AUTHORITY OF TEXAS

Mr. GODFREY. Next is Robert Hardy.

Mr. HARDY. I am Robert D. Hardy of Huntsville, Tex. I currently serve as president of the Trinity River Authority of Texas. In the interest of time, I have submitted a detailed statement that endorses and requests your support for the levels of funding in the President's 1984 budget for those projects for which we are the local sponsor in the Trinity budget. In summary, I will only address three of these projects in my oral comments.

BEDIAS LAKE, TEX.

The Bedias Lake project which was originally recognized in TRA's master plan for basin development in 1958. The Bedias project has a projected water supply yield of 95 to 100 million gallons per day. Operated as part of a system in conjunction with the existing Lake Livingston and long-delayed Wallisville Reservoir and saltwater barrier, the Bedias project would be a substantial complement to the water supply needs of the area.

With the prospect of retrofitting Lake Livingston Dam with low-head hydropower generating facilities looming on the horizon, the potential of a Bedias project becomes even more attractive.

At our request, the Bureau of Reclamation has agreed to initiate general investigative studies. In order to begin these studies, the Bureau has included $150,000 for the first year of a 4-year feasibility study in their 1984 budget request. When these studies are completed, TRA will consider participation as deemed appropriate in a cost-sharing plan for construction.

WALLISVILLE RESERVOIR AND SALTWATER BARRIER

Next, the Wallisville Reservoir and saltwater barrier continues to languish under the constraints of a 1973 environmental injunction. Currently, copies of the revised environmental impact statement and post authorization change report are in the Chief of Engineers Office. While construction funding is not yet necessary, we urge that Congress include the strongest possible language directing the Corps to complete their review of these documents at the earliest possible time.

We just learned that the Galveston district has expressed a capability of $1,232,000 for operation and maintenance of the channel to Liberty. We support the local sponsors' efforts to have the budget increased to the Corps' capability so this much-needed work can be accomplished.

In conclusion, Mr. Chairman, water in Texas is not a casual subject. Our future needs for all categories of water projects are immense.

Mr. Chairman, I have submitted statements from Mr. Tom Randle, Mr. Mac Woodward from Huntsville, Tex., and I have submitted those for the record, and we appreciate your time, sir.

[The statement follows:]

STATEMENT OF ROBERT D. HARDY, TRINITY RIVER AUTHORITY OF TEXAS

I am Robert D. Hardy of Huntsville, Texas. I am a member of the Board of Directors of the Trinity River Authority of Texas (TRA) from Walker County and currently serve as the Authority's President. While we recognize and regret the federal government's diminished capacity to support water resource development, we still remain convinced that the federal investment in Trinity River water projects to date has paid higher returns to the public than any other federal program of which we are aware. Sound water resource development has played a key role in enabling Texas to develop into a great state. Phenomenal population and industrial growth forces us to continue with the task of developing additional water resources. TRA strongly endorses and requests your support for the levels of funding recommended in the President's FY 1984 Budget for those projects we support as local sponsor within our political subdivision.

Funding Requests

A. The Authority has long recognized that the Lower Trinity River Basin is capable of generating additional water resource projects. We are aware further that the Texas Department of Water Resources had identified the Houston metropolitan complex as a water deficit-area in the near future. One particular project, the Bedias Lake which was originally recognized in TRA's Master Plan for Basin Development in 1958, has a projected water supply yield of 95 to 100 million gallons per day. Operated as part of a system in conjunction with the existing Lake Livingston and long delayed Wallisville Reservoir and Salt-Water Barrier at the mouth of the river, the Bedias project would be a substantial compliment to the water supply needs of the area. With the prospect of retrofitting Lake Livingston Dam with low-head hydropower generating facilities looming on the horizon, the potential of a Bedias project becomes even more profound.

At our request the Bureau of Reclamation has agreed to initiate a Bedias study. In order to begin this study the Bureau has included $150,000 for the first year of a four year feasibility study in their FY 1984 Budget request. At such time that the requested studies are completed and result in a feasible project, TRA will consider participation as deemed appropriate by the involved parties in a cost-sharing plan for construction of the Bedias Lake by the Bureau. The future water supply needs of the Lower Trinity River Basin and Houston are increasing by the year and we strongly request your support for the Bedias Lake study money that was ultimately included in the administration's Budget for FY 1984.

B. As to Lake Joe Pool, formerly known as Lakeview, TRA asks you to continue construction funding for FY 1984 in the amount of $22,800,000. The Fort Worth District of the Corps of Engineers continues to make excellent progress on this project and we have been advised that this level of funding would be adequate for the budget year. We also request this Committee's support for the recommended $42,000,000 for Lake Ray Roberts construction. Ray Roberts, which is jointly sponsored by the Cities of Dallas and Denton, and Lake Joe Pool, which the Authority sponsors, remain a high priority for the Dallas/Fort Worth metroplex because of the water supply, flood control and recreation they will provide as well as for reasons of long term economy.

C. A total of $238,000 has been recommended for continuing studies on the Channel to Liberty component of the Trinity River Project during FY 1984. Additional funding in future years will be necessary to complete studies on the Liberty Channel as well as the Dallas Floodway Extension, the only other remaining viable component of the Trinity River Project. Efforts are currently being made by local interests to develop sources of funds to repay the federal government for the local share of costs.

D. An increasingly severe flooding problem along a short segment of Johnson Creek in Grand Prairie, a rapidly growing suburban community between Dallas and Fort Worth, has prompted Grand Prairie to request that the Fort Worth District of the Corps conduct a flood control feasibility survey. A total of $120,000 was included in the President's FY 1984 Budget for this purpose and we request your support to determine if structural relief from this problem is a viable option.

E. Operation and maintenance funding for Bardwell Lake, $498,000; Navarro Mills Lake, $807,000; Trinity River and Tributaries, $7,000; and Wallisville Reservoir and Saltwater Barrier, $65,000, are also included in the FY 1984 Budget. These are bare-bone figures and absolutely necessary for the continued safe and efficient operation of these projects.

Administrative Requests

The Wallisville Reservoir and Saltwater Barrier continues to languish under the constraints of a 1973 environmental injunction. Currently, draft copies of the revised Environmental Impact Statement and Post Authorization Change Report that require approval before construction can be resumed are in the Chief of Engineers office. While construction funding is not yet necessary we most strenuously request that Congress include the strongest possible language directing the Corps to complete their review of these documents at the earliest possible time. As a taxpayer I find it incredible that it has taken almost ten years to complete studies we originally estimated would take six months. We further request language directing the Corps to expeditiously submit their finalized Wallisville reports to the Federal District Court in Houston, so the injunction can be lifted, and in turn presented to Congress, for construction funding.

TRA is not going to give up on Wallisville at any point. We are also not interested in revised contracts or cost sharing agreements. The Authority, in good faith, signed agreements with the Corps in the early 60's. We accept no blame for the delays the project has suffered which, for the record was better than 75 percent complete when enjoined. Basically, the point I am making is that if you can't trust the federal government to live up to the terms of a lawful agreement, who can you trust?

Without this project the raw water intake structures in the Lower Trinity River of four separate rice irrigation systems as well as the Coastal Industrial Water Authority, which supplies water to the Houston/Galveston industrial complex, remain vulnerable to saltwater intrusion and shutdown. We are compelled to pursue this project and request your support.

Conclusion

Water in Texas is not a casual subject. Our future needs for all categories of water project are immense. The state is currently developing a funding mechanism that will hopefully and ultimately take the place of the role played heretofore by the federal government. Because of funding limitations and the lack of sufficient sites for additional large lakes, the water conservation ethic will also have to play a major role if we are to continue to prosper in the years to come. Until the above are in place we will continue to require federal assistance.

Thank you for your attention to TRA's requests and we solicit your support.

STATEMENT OF TOM RANDLE, HUNTSVILLE-WALKER COUNTY (TEX.) CHAMBER OF COMMERCE

My name is Tom Randle, a long time resident of Huntsville, Texas, and speaking on behalf of the Huntsville-Walker County Chamber of Commerce. Our community has been blessed in recent years by vigorous growth and the acquisition of an abundant supply of treated surface water. For quite some time it seemed as if all of East Texas, including Huntsville, was going to become best known for exporting our young people to jobs in Houston or Dallas. I submit to you that it is quite an improvement now that they can stay home and find good jobs more readily every year.

Obviously, our good fortune of late is the result of many factors. Without a reliable water supply, however, it would have been impossible. It is projected that the population of East Texas will have increased by 117% between the years 1970 and 2000. We must plan now to alleviate anticipated major water shortages. Foresight and long range planning must be employed or catastrophic results could occur. The proposed Bedias Lake is a vital and necessary link in this planning. As a result I strongly request your support for the $150,000 appropriation for FY 1984 that would enable the Bureau of Reclamation to complete the first year of a four year feasibility study on the Bedias project.

Water has played a major role in our present good fortune and will inevitably become even more important for future generations.

Thank you.

STATEMENT OF MAC WOODWARD, HUNTSVILLE, TEX.

I am Mac Woodward of Huntsville, Tex. In December 1982 the Trinity River Authority of Texas officially requested that the Bureau of Reclamation undertake a feasibility study on Bedias Lake to be potentially located in Madison and Grimes Counties. This area is directly adjacent to Walker County where Huntsville is located. It is entirely possible that Bedias Lake could function as a water supply for our community in the future.

For this reason, I request your support for the recommended appropriation of $150,000 that would enable the Bureau of Reclamation to begin the first year of a feasibility study in fiscal year 1984. Bedias Lake has a projected water supply yield of 95 to 100 million gallons per day. If this project is operated as part of a system in conjunction with the existing Lake Livingston, which is located a short distance downstream of the Bedias Dam site, it would constitute a substantial addition to the water supply of the lower Trinity River region.

Thank you for your attention.

Mr. GODFREY. Mr. Chairman, my attention has just been called to the distinguished Senator from Texas, John Tower. He is sitting down beside me. I am not entitled to that honor. Let's let him speak and get out of here.

Senator BURDICK. Senator Tower, you are recognized to speak and then get out of here. [Laughter.]

STATEMENT OF HON. JOHN TOWER, U.S. SENATOR FROM TEXAS

Senator TOWER. Mr. Chairman, I hope you are not trying to run me off. I want to first thank my fellow Texans for deferring to me at this moment. I apologize for being late. As you well understand, Mr. Chairman, we have many responsibilities around here and sometimes we are not punctual. My not being punctual should not be considered as a diminishing of my dedication to the projects that we seek to justify for you and other members of the committee.

I appreciate, of course, very much the opportunity to appear and to voice my recommendations for the various public works projects which are located in the State of Texas, one of the biggest growth areas in the United States.

In response to the President's request for our support in helping the administration realize the goals which all of us share for economic recovery, I am requesting only your favorable consideration of appropriations for Texas public works projects which have been sanctioned by the administration.

Natural water sources are in short supply in Texas and cannot keep pace with the State's constantly expanding population and industrial and agricultural capabilities. If we are to continue our historically high levels of productivity, we must be assured of reliable and adequate water supplies.

As the committee considers the projects presented today, I request that you be mindful of the enormous needs of the State of Texas. The successful completion of these Texas projects proposed for funding is essential to realizing our full potential and insuring our contribution to the Nation, which is very considerable.

I must point out that each of these projects has been proven cost effective by the Corps of Engineers; that is, the benefits to the Federal

Government will far outweigh the costs invested in each project during its lifetime.

Additionally, the impact on our environment of each of these projects has been kept to a minimum. Each project has been thoroughly examined by the Federal agencies charged with protecting the environment, and the combination of economic and environmental factors involved in each project is, in my view, very well balanced, indeed.

I have offered testimony before this committee many times on behalf of flood control and water resource projects which have been proposed and built in Texas. All Texans owe this committee their thanks for your understanding of the needs of our State. And in behalf of my fellow Texans, I want to express my gratitude for the work of the committee.

FUNDING REQUEST

At this time, I would like to make reference to some of the projects which I am convinced are vital to the welfare and economy of Texas as well as to the Nation. I am not appearing here purely in a parochial context. I believe we can justify these projects in terms of national benefit. Our first project is the Brazos River basin which includes $250,000 for construction of the San Gabriel River project; $200,000 for continued engineering and design work on Lake Millican; and $250,000 for the Brazos River and tributaries study.

For the Corpus Christi ship channel, I ask your approval of $9.2 million for the construction of the inner harbor 45-foot project which is essential to the continued viability of the very important Port of Corpus Christi.

Next, I must mention the Trinity River projects. These are $238,000 for advanced engineering and design of the Trinity River and its tributaries; $120,000 for survey work on Johnson Creek; $22,800,000 for construction of Joe Pool Lake; and $42 million for the construction of Lake Ray Roberts.

Incidentally, I might note those last two are named after good Democrats, Mr. Chairman.

There are additionally several projects in the Houston-Galveston area in need of funding. Those include $300,000 for the study of the San Jacinto River and its tributaries; $800,000 for continued investigation of flood problems on Buffalo Bayou and tributaries; and $400,000 for investigation of the Upper White Oak Bayou.

I support $3,350,000 for the relocation of the north jetty in Freeport Harbor; $13,993,000 for the operation and maintenance of the Gulf Intracoastal Waterway; $152,000 for engineering and design work for Clear Creek; $168,000 for the Galveston Bay navigation study; $3 million for construction on Vince and Little Vince Bayous; and $100,000 for Highland Bayou construction.

Additionally, I support an appropriation of $12,962,000 for the operation and maintenance of the Houston ship channel, which is the third largest United States port in terms of foreign tonnage and the third largest in total tonnage. Sometimes it is the second largest. It alternates over New Orleans being the second largest.

In the Red River basin, I support $200,000 for survey and investigation work on Lake Wichita, Holliday Creek. I am from West Wichita Falls, Tex. I live in the Holliday Creek corridor and I have caught carp in my front yard.

Several other projects for which I support funding are $2.6 million for construction of Taylors Bayou; $4,550,000 for continued construction of the El Paso flood control project; and $6.5 million for construction of the San Antonio channel.

Finally, while there are no funds set forth in the budget, I must again voice my support for two additional projects—the Neches River saltwater barrier and the mouth of the Colorado River project. Both of these are very important to their respective areas of Texas and very carefully reviewed by members of the committee.

Mr. Chairman and members of the subcommittee, I thank you for the opportunity to express my views. I would like to return to one matter that I mentioned and that is the matter of relocation of the north jetty in Freeport Harbor. That entire project impacts directly on our ability to maintain and utilize our strategic reserve. Therefore, it is very much in the national security interest, one that I simply underline as being something very much in the national interest.

Mr. Chairman, thank you, again, very much for the opportunity to testify.

Mr. GODFREY. Mr. Chairman, may I express the appreciation of the 51 members here from Texas in interest of the Trinity River projects for Senator Tower taking away from his busy schedule to come and visit with these important matters for us.

We are very grateful to you, Senator. We would excuse you now. I am not trying to get rid of you.

Senator TOWER. I am a little alarmed, Mr. Chairman. My fellow Texans seem to be anxious to get me out of the room.

Senator BURDICK. Just a minute, I have a question. Which Red River are you referring to?

Senator TOWER. Which Red River? We are talking about the one that forms the southern border between Texas and Oklahoma and pushes down to Arkansas and through Louisiana and flows into the Mississippi River.

Senator BURDICK. I thought you were talking about the one running between North Dakota and Minnesota into Canada.

Senator TOWER. No, there are probably three Red Rivers in the United States. We have a Red in Colorado. And Colorado means red in Spanish. We have two Red Rivers in our State.

Mr. GODFREY. I am very familiar with your Red River. That is quite a river.

Senator TOWER. I will sure be glad to endorse any projects you have for your Red River. [Laughter.]

Senator BURDICK. I will enlist you. Thank you very much.

Senator TOWER. Thank you.

COOPER LAKE PROJECT, TEXAS

STATEMENT OF CARL RIEHN, EXECUTIVE DIRECTOR, NORTH TEXAS MUNICIPAL WATER DISTRICT

Mr. GODFREY. With your permission, Mr. Chairman, we only have two more speakers. We would direct your attention now to Mr. Carl Riehn who is executive director of North Texas Municipal Water District. You have observed their unanimity of opinion on the various types of water associations involved in the river on the things we present today.

Mr. RIEHN. I am Carl Riehn, executive director and general manager of the North Texas Municipal Water District. However, today I am representing the North Texas Municipal Water District, Sulphur River Municipal Water District, and the city of Irving as the local entities that have contracted for the total water supply in the Cooper Lake, Tex., project.

In an effort to conserve your time, I will summarize this statement rather than reading it into the record, but I do feel that I must explain a little bit about our request.

The Cooper Lake project is a multipurpose project for flood control, recreation, and water supply that was authorized in 1955. It is on the Sulphur River which discharges in the Red River and then into the Mississippi. The small communities around this reservoir were unable to provide the funding for the local portion of water supply and requested that others become involved.

The city of Irving is a community now of 110,000 on the northwestern side of the Dallas area and Sandy River basin and North Texas Municipal Water District serve approximately 536,000 people on the eastern side of the Dallas metropolitan area. We worked with them and put together a program for the Cooper construction in conjunction with the Corps of Engineers and signed contracts in 1969 that started the project.

Congress passed the National Environmental Policy Act in 1969 and the Texas Committee for Natural Resources filed a request for an injunction to stop the project for an EIS in 1971. An EIS was submitted in 1976 and the judge ruled inadequate on five major points in 1978. In 1981, a supplemental EIS was returned for his consideration and in December 1982, you now find an opinion with 98 pages of reasons why it is inadequate. The project is on appeal by the Corps of Engineers joined with all of the local entities in the particular project. The floods continue. In fact, in the last 2 years, Highway 19 has been closed due to flooding in the area.

Reparation is still needed. There are no requested funds for the Cooper Lake project this year. However, the local entities have urged that I come to you today requesting that you assure yourself as we have been assured that adequate funds are available to proceed with this project when the lower court is overruled. All of the entities have waited a long time for the project. When the environmental impact statement injunction was filed in 1971, the project was estimated to cost $26,529,000. Today the project is estimated to cost $162 million.

Texas is a water-short State and the Cooper Reservoir must be built for the benefit of the citizens, either as a Federal multipurpose project or as a single-use State and local project. We appreciate the assistance you have given us in the past, and we pray you will continue to support the project and support us. I thank you for your time.

[The statement follows:]

STATEMENT OF CARL W. RIEHN, EXECUTIVE DIRECTOR AND GENERAL MANAGER, NORTH TEXAS MUNICIPAL WATER DISTRICT

I am Carl W. Riehn, Executive Director and General Manager of the North Texas Municipal Water District. Today I am representing the North Texas Municipal Water District, Sulphur River Municipal Water District and the City of Irving, as the local entities that have contracted for the total water supply in the Cooper Lake, Texas, project.

The North Texas Municipal Water District serves the eastern side of the Dallas Metropolitan area and currently provides treated water to approximately 536,000 citizens located in parts of four counties and in twenty four communities. The City of Irving is a surburban community on the northwestern side of Dallas that has grown very rapidly in the last few years until it now has a population of 110,000. The Sulphur River Municipal Water District is composed of three cities located around Cooper Lake in east Texas; Cooper, Commerce and Sulphur Springs.

These local entities in 1963 started a cooperative program working with the State of Texas and the Federal Government to develop a water supply to meet their future needs by contracting for the water supply in Cooper Lake with the U. S. Army Corps of Engineers. The contract documents were completed and executed in 1968 and project construction started. The Congress approved the National Environmental Policy Act in 1969 and the project was stopped in 1971 for lack of an Environmental Impact Statement. A request for injunction to stop the project was filed by the Texas Committee for Natural Resources, Mr. Ned Fritz, and associates, in the Federal Courts Eastern Division of Texas.

The Corps submitted the first environmental impact statement in 1976 which was finally ruled inadequate by Federal Judge William Wayne Justice in December of 1978. A revised environmental impact statement was filed in July of 1981 and again Judge Justice filed an Opinion of Inadequacy in December of 1982.

Therefore, there is no request for funds for the Cooper Lake Project before this Committee this year; however, the local entities along with the U. S. Army Corps of Engineers, have appealed the decision of Federal Judge William Wayne Justice, and have urged that I come to you today requesting that you assure yourself that adequate funds are available to proceed with this project when the lower Court is overruled.

The project is a multi-purpose reservoir for flood control, recreation and water supply. The flooding on the Sulphur River has been in the newspapers for the last two years with damages to property, livestock and closing of major highways within the area. Further, the need for adequate flat water recreation is obvious when you go to any reservoir within a hundred miles of the Dallas-Fort Worth Metropolitan area, and as a boater desire to have floating traffic lights placed on the lake to avoid near collisions with other boaters, water skiers and fishermen. Further, the needs of the local entities for water supply has passed the point of emergency. In the Sulphur River Municipal Water District each of the major cities that had been relying upon the federal government 1968 contract to construct Cooper Lake had to turn to other measures to meet their immediate needs. The City of Sulphur Springs constructed a high cost, shallow lake that is currently being utilized to meet their immediate needs but cannot meet any long term growth needs for the community. The City of Commerce has purchased interim water from the Sabine River Authority on Lake Tawakoni and built long pipelines to bring water into their city. These facilities are meeting the short term needs; however, there is not sufficient volume to meet their future needs from this source and the facilities constructed will have to be abandoned in the future as others use the permitted rights which Commerce is now utilizing. The City of Cooper for many years during the summer time brought in railcars of water which was distributed to the citizens to drink as their small lake was dry or held only the partially treated sewage effleunt discharged from the City of Commerce. Finally, the City of Cooper was forced to construct a pipeline from Sulphur Springs and temporarily are receiving sufficient quantities of water to meet their immediate needs but again this is not a satisfactory long term solution to their water supply problems. The City of

Irving has contracted with the City of Dallas for water and also utilizes existing wells which have been deteriorating over a number of years. The City of Dallas has no desire to meet the future long term water needs for the City of Irving, a community that may exceed 350,000 population in the long range future; therefore, Irving joined with other local entities in this attempt to resolve long range water problems.

The North Texas Municipal Water District was assisted in its creation by the City of Dallas so that the surburban communities on the eastern side could meet their water needs. The NTMWD was created in 1951 to serve 32,000 population located in 10 small communities and today serves in excess of 536,000 citizens in this same area. The primary source of water for the NTMWD is Lake Lavon which has a calculated yield of 94 million gallons per day and in 1980, a year with severe hot temperatures the North Texas Municipal Water District had an increased use above the previous year by over 30% and utilized an average of 92.7 million gallons per day. It is projected that the North Texas Municipal Water District will on the average basis exceed the safe yield of Lavon Reservoir by 1986 and therefore the NTMWD has a planned program to meet its short term needs by diversion of Red River water into the Trinity Basin and Lake Lavon at an estimated cost of $20,000,000. This diversion will only meet temporary needs for 8 to 10 years of expected growth in the service area and could not be increased due to quality problems of chloride and sulfates in the Red River water. If Cooper Lake had been built in accordance with its original schedule the Red River Diversion Project would not be necessary. All other sources of water are either temporary in nature, have water quality problems, or are extremely expensive due to the long distances of transporting water as the major reservoirs in the Upper Trinity Basin are fully developed and committed to other citizens.

The original environmental injunction was placed against the project in March of 1971 at which time the project was estimated to cost $26,529,000. A few changes have been made in the project due to the E.I.S., primarily elimination of channelization on downstream portion of Sulphur River and providing wildlife mitigation in the headwaters of Lake Texarkana; however, the construction cost of the project has now increased to an estimated $162,000,000 and we in the area have grave-doubts that the nation has been served well by the legislation or the courts. Texas is a water short state and the Cooper Reservoir will eventually be built for the benefit of the citizens whether as a federal multi-purpose project or as a single use state and local project. Therefore the use of federal legislation to allow small special interest groups to harrass, slow down, or stop projects, does not appear to be in the best interest of the nation.

JOE POOLE LAKE (LAKEVIEW LAKE), TEX.

STATEMENT OF GREGG PATTON

Mr. GODFREY. Next, is my pleasure to present to you Mr. Patton.

Mr. PATTON. Mr. Chairman, my name is Gregg Patton and I serve as vice president of the citizens organization that has provided support for the Corps of Engineers' Joe Pool Reservoir for now 20 years. I have been asked to emphasize the increasing need for the benefits this project will produce, as well as request your support for the $22.8 million in construction money proposed in the 1984 budget.

After all these years, I am delighted to report, sir, that we can now see the light at the end of the tunnel. The project has been under construction since fiscal year 1975 and I am glad to report that through fiscal year 1983 it will be approximately 62-percent complete. Deliberate impoundment of water is now scheduled for fiscal year 1985 and project completion is scheduled for fiscal year 1988. The earthen dam looks more like a dam everyday. Bridges that will cross the surface are being completed and people finally believe that the lake will be a reality.

For those of us who started this project as relative youngsters we now sit here with grey hair and grandchildren, and we find the project's current status very gratifying.

Mr. Chairman, I would like to offer our organization's appreciation to the members of this subcommittee for your leadership, your foresight, and your patience. To say the least, we could not have done it without you and hope your constituents are as aware as we are of the positive impact of your actions on the quality of people's lives throughout the Nation. Thank you, sir.

Mr. GODFREY. Mr. Chairman, you will observe we mentioned the death of Mr. Amon G. Carter earlier in these remarks. It is most unusual for a man from Fort Worth to introduce a man from Dallas. We are at liberty to do so. I take great pleasure in introducing our last speaker, Don Hicks, mayor pro tem of the city of Dallas and a good guy.

RAY ROBERTS LAKE, TEX.

STATEMENT OF DON HICKS, MAYOR PRO TEM, DALLAS, TEX.

Mr. HICKS. I am Don Hicks and mayor pro tem of the city of Dallas. On behalf of Mayor Jack Evans and the Dallas City Council, I want to express my appreciation for your committee's continued support for the Ray Roberts Lake project.

I am here today representing the interests of both the city of Dallas and the city of Denton in the Ray Roberts Lake project. Since I last appeared before this committee in March 1982, much has happened on the project. Bids for dam and outlet works construction have been received, a contract awarded, groundbreaking ceremonies held, and construction begun. Because of good Texas weather and good Federal funding, the contractor is ahead of schedule with over 20 percent of his construction complete.

Dallas and Denton contracted with the Corps of Engineers for design and construction of this project. It will provide 73 million gallons per day water supply which will go to serve over 20 communities throughout our region. In order to keep up with the rapid growth in the Dallas area, the water supply, the recreational opportunities, and the flood protection offered by this project are vitally important.

For this reason, Dallas and Denton request that the $42 million allocated in President Reagan's 1984 budget for the Ray Roberts Lake project be accepted and supported by this committee.

With the $42 million for 1984, this project can remain on schedule and construction and land acquisition can continue. Any cutbacks could mean delay in the timely completion of this project which could hamper us in meeting the water needs of our region.

I urge your careful consideration and support of the full funding for the Ray Roberts Lake project and thank you for your continued cooperation in this matter.

[The statement follows:]

STATEMENT OF DON HICKS, MAYOR PRO TEM, DALLAS, TEX.

My name is Don Hicks and I am Mayor Pro Tem of the City of Dallas. Let me express my appreciation as well as that of Mayor Jack Evans and the Dallas City Council for your committee's continued support for the Ray Roberts Lake project.

I am here today to represent the interests of both the City of Dallas and the City of Denton in the Ray Roberts Lake project. Since I last appeared before this committee in March 1982, much has happened on this project. Bids for dam and outlet works construction were received, a contract was awarded, ground breaking ceremonies held, and construction begun. At the present time due to good Texas Weather and federal funding the contractor is ahead of schedule with over 20% of his construction complete. This is good news for our water short region.

The Cities of Dallas and Denton contracted with the Corps of Engineers for design and construction of this project, looking to the 73 million gallons per day water supply it could provide our growing cities and region we serve. This water supply will go to serve over 20 communities throughout our region. As you are aware the Sunbelt has experienced rapid growth in the last few years and the Dallas area has been among its fastest growing areas. In order to keep up with this growth, the water supply, the recreational opportunities, and the flood protection offered by this project are vitally important. For this reason, Dallas and Denton requests that the $42 million allocated in President Reagan's 1984 Budget for the Ray Roberts Lake project be accepted and supported by this committee.

With the $42 million for 1984 this project can remain on schedule and construction and land acquisition can continue. Any cut backs could mean delay in the timely completion of this project which could hamper us in meeting the water needs of our region.

I urge your careful consideration and support of the full funding for the Ray Roberts Lake project and thank you for your continued cooperation in this matter. I appreciate and thank you for the opportunity to address you today.

RAY ROBERTS LAKE

FACT SHEET

PROJECT:	Ray Roberts Lake Project (formerly Aubrey Reservoir) United States Corps of Engineers
LOCATION:	On Elm Fork of the Trinity River, in northeast Denton County, extending into Cooke and Grayson counties.
DESCRIPTION:	A U. S. Army Corps of Engineers reservoir with a total controlled storage of 1,064,600 acre-feet, of which 799,600 acre-feet is water supply conservation storage. The reservoir will cover approximately 36,900 acres (flood control pool).
HISTORY:	The Roberts Project has been included as an potential water supply reservoir in Denton's and Dallas' long range water supply planning for over 20 years. The Roberts Project was identified as a potential reservoir site by the Corps of Engineers in a 1938 study of the Elm Fork of the Trinity River. It is the last remaining site for a gravity flow reservoir in the Elm Fork of the Trinity River Basin. Dallas, Denton, and the Corps entered into contracts for water supply and recreational development for Ray Roberts Lake on September 16, 1980. Construction officially began on September 19, 1980 with the initial purchase of land. Bids were received in April 1982 for construction of embankment and outlet works and ground breaking ceremonies were held in May 1982. Construction is underway and is approximately 23% complete. Overall project is approximately 13% complete.
LOCAL PARTNERSHIP:	Dallas and the City of Denton have State permits for the water rights in Roberts, with Dallas owning 74% share and Denton 26%. Likewise, any costs in the Roberts project will be shared by Dallas and Denton at this same rate.
CONSTRUCTION COST: (At 1982 Price Levels)	Dallas' Share of Investment - $142,151,000 Denton's Share of Investment - 49,945,000 Corps' Share of Investment - 99,904,000 Total Project Investment - $292,000,000 Cost estimates are by the U. S. Army Corps of Engineers. Actual costs (when known) will be paid over 60 years at an annual interest rate of 7.21%.

FEDERAL PARTNERSHIP:	The Roberts project has been authorized by U. S. Congress in the Rivers and Harbor Act of 1965.
YIELD:	Total additional dependable yield from Roberts - 73 million gallons per day.
PROJECT SCHEDULE:	Land Acquisition and Construction - 6 to 10 years. Approximately 15% complete. Filling of Reservoir - normally 5 to 10 years.
CURRENT FUNDING:	Funds to intitate preconstruction planning were appropriated in FY 70 and for initiation of construction in FY 75. $5 million was approved for FY 81 with approximately $1.5 million carried over from prior appropriations to continue design, land acquisition, and construction. $12.5 million was approved for FY 82, to finish design and award first construction contract for the dam and outlet works and for continued land acquisition. $37 million was budgetted for FY 83 and $42 million ($17 million for land; $25 million for construction) is budgetted for FY 84 for continued construction and land acquisition. To date $65,393,000 has been funded and appropriated for this project.

ADDITIONAL PREPARED STATEMENTS AND RESOLUTIONS

Mr. GODFREY. Mr. Chairman, once more, we thank you for the contributions your committee has made for the Trinity River basin and its people in the past. There is no boondoggling and the things we bring to you today we ask only that the return on investment for the Nation's economy for Federal participation in the Trinity River water basin development be taken into consideration in arriving at your decision. We have every confidence in what that decision will be.

Senator BURDICK. Thank you, gentlemen for testimony. The additional material which you have submitted will be made part of the record.

[The statements and resolutions follow:]

STATEMENT OF CHARLES E. NEMIR, EXECUTIVE DIRECTOR, TEXAS DEPARTMENT OF WATER RESOURCES

The Texas Department of Water Resources respectfully submits project testimony regarding Corps of Engineers and Bureau of Reclamation projects in the Trinity River Basin of the State of Texas.

Responsibility for Statewide planning and development of water resources rests with the Texas Department of Water Resources. The Department has been designated as the State agency to cooperate with appropriate agencies of the Federal government and with other State and local agencies in matters relating to water resource development. In order to assure orderly development of the State's water resources, the Department has formulated and adopted a comprehensive Statewide "Texas Water Plan", which under Texas statutes serves as a flexible guide for present and future water development in Texas.

The plan indicates the need for specific projects, including alternatives, to meet the State's water need and to provide National, State, and regional economic growth and stability. The Department of Water Resources maintains a continuing planning program in order to address changing economic, social, hydrologic, and environmental conditions in the State. The projects included in this statement are considered as integral elements in the State's present and future water resource development program.

BEDIAS LAKE PROJECT

The Department's planning work has shown that the Houston-Galveston metropolitan area is growing rapidly and will need additional water resources development in the immediate future in order to avoid water deficits. Bedias Lake has been identified as a potential water supply project for the area and has been included in the State's plan for development since the middle 1960's. The Lake has been included as an element of the "continuing" plan to supply water for municipal and industrial purposes in the lower Trinity River Basin. The total future water requirements of the metroplex in excess of those which can be met by local supplies can be partially met from Bedias Lake.

The present administration has included in its FY 1984 budget proposal $150,000 for the first year of a four-year study program by the Bureau of Reclamation to investigate the hydrologic and economic feasibility of Bedias Lake. The future water supply needs of the Lower Trinity River Basin are increasing and we strongly request your consideration for the Bedias Lake study amount included in the President's budget for FY 1984.

TRINITY RIVER PROJECT - CHANNEL TO LIBERTY

An amount of $238,000 has been recommended by the President for continued study of this component of the Trinity River Project in FY 1984. The channel to Liberty and the only other viable component of the authorized project, the Dallas Floodway Extension, will require additional funding in future years in order to complete the studies. The Department supports the President's budget amount. Local interests are currently developing sources of funds to repay the local share of costs.

JOHNSON CREEK - Grand Prairie, Texas

A total of $120,000 was included in the President's FY 1984 budget for the purpose of conducting a feasibility study of ways to protect this flood-prone area from flooding. The area is located between the urban complexes of Dallas and Fort Worth. The Department supports the President's recommended $120,000 in FY 1984 for studies to determine if structural relief from local flooding is a viable option.

RAY ROBERTS AND JOE POOL LAKES

Lake Ray Roberts (formerly Aubry Lake), jointly sponsored by the cities of Dallas and Denton, and Lake Joe Pool (formerly Lakeview Lake), sponsored by the Trinity River Authority of Texas, have been included in the President's budget for 1984 in the amounts of $42 million and $22.8 million, respectively. Continued construction at this level of funding would be satisfactory during FY 1984, however, additional funding for Lake Ray Roberts in the amount of $13 million during FY 1984 would be extremely helpful in land acquisition in order to avoid delays in project progress, including water impoundment. Both reservoirs are high priority projects because of rapid regional growth which is resulting in need for additional water supply, flood control and recreation facilities which the lakes will provide. The Department requests this Committee's support for the budgeted amounts recommended by the President during FY 1984 in order to continue scheduled construction of these projects.

OPERATION AND MAINTENANCE

The Department supports funding to the Corps of Engineers for operation and maintenance during FY 1984 for the following projects located in the Trinity River Basin: Bardwell Lake ($498,000); Navarro Wills Lake ($807,000); Trinity River and Tributaries ($7,000); and Wallisville Reservoir and Saltwater Barrier ($65,000). These amounts are included in the President's budget for FY 1984.

CONCLUDING COMMENTS

The Texas Department of Water Resources requests Committee support of these regional water resource development needs. The Department most respectfully urges funds as requested in order to accomplish the coordinated, orderly development of urgently-needed water resource projects in the Trinity River Basin in the State of Texas.

RESOLUTION OF MIDLOTHIAN (TEX.) CITY COUNCIL

WHEREAS, Joe Pool Lake, (Lakeview Reservoir) is an essential water resources development project which will provide flood control, water supply and recreational benefits to a population of more than 1.5 million people; and

WHEREAS, Joe Pool Lake is at 51% completion on the overall project; and

WHEREAS, the proposed Federal Budget for Fiscal Year 1984 contains $22,800,000 for continued construction on Joe Pool Lake; and

WHEREAS, the U. S. Army Corps of Engineers has indicated a Division capability of $22,800,000 for construction of Lakeview Reservoir in Fiscal Year 1984; and

WHEREAS, appropriation of funds equal to the Corps capability will enable an early completion of Joe Pool Lake thereby avoiding inflation-caused escalation of the cost of the Lake and allowing citizens to receive the vital benefits to be provided by the Lake at the earliest possible time; therefore,

BE IT RESOLVED, that the Congress of the United States is urged to appropriate $22,800,000 for construction of Joe Pool Lake.

PASSED AND APPROVED the 22nd day of March, 1983 by the City Council, City of Midlothian.

RESOLUTION OF MANSFIELD (TEX.) CITY COUNCIL

WHEREAS, Joe Pool Reservoir (Lakeview) is an essential water resources development project which will provide flood control, water supply, and recreational benefits to a population of more than 1.5 million people; and

WHEREAS, land acquisition has begun at the site for Joe Pool Reservoir (Lakeview) with previously appropriated funds; and

WHEREAS, the proposed Federal Budget for fiscal year 1984 contain qualified monies for continued construction on Joe Pool Reservoir (Lakeview); and

WHEREAS, the U. S. Army Corps of Engineers has indicated a Division capability of $22,800,000 construction of Joe Pool Reservoir (Lakeview) in fiscal year, 1984; and

WHEREAS, appropriation of funds equal to the Corps capability will enable a scheduled completion of Joe Pool Reservoir (Lakeview) thereby avoiding inflation caused escalation of the cost of the Lake and allowing citizens to receive the vital benefits to be provided by the Lake at the earliest possible time; therefore

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MANSFIELD, TEXAS:

THAT the Congress of the United States is urged to appropriate a minimum of $22,800,000, which represents the Corps of Engineers fiscal year, 1984, for construction of Joe Pool Reservoir (Lakeview), thereby reducing the construction time and ultimately the saving of taxpayer's money in the cost of the lake.

AND IT IS SO RESOLVED.

APPROVED AND ADOPTED THIS 28th day of March, 1983.

RESOLUTION OF THE MIDLOTHIAN (TEX.) CHAMBER OF COMMERCE

WHEREAS, Joe Pool Lake, "Lakeview Reservoir", is an essential water resources development project which will provide flood control, water supply and recreational benefits to a population of more than 1.5 million people; and

WHEREAS, the current status is 51% complete on the overall project; and

WHEREAS, the proposed Federal Budget for Fiscal Year 1984 contains $22,800,000 for continued construction on Joe Pool Lake; and

WHEREAS, the U.S. Army Corps of Engineers has indicated a Division capability of $22,800,000 for construction of Joe Pool Lake in Fiscal Year 1984 and

WHEREAS, appropriation of funds equal to the Corps capability will enable an early completion of Joe Pool Lake thereby avoiding inflation-caused escalation of the cost of the Lake and allowing citizens to receive the vital benefits to be provided by the Lake at the earliest possible time; therefore,

BE IT RESOLVED, that the Congress of the United States is urged to appropriate $22,800,000 for construction of Joe Pool Lake.

PASSED AND APPROVED THE 21st day of March, 1983 by the Chamber of Commerce, Midlothian, Texas.

Letter From Gary L. Hardin, Chairman of the Board, Oak Cliff (Tex.) Chamber of Commerce

March 12, 1981

POSITION PAPER

In conjunction with the attached Resolution, dated February 12, 1974 and the Re-confirmation, dated May 20, 1975, the Board of Directors, Oak Cliff Chamber of Commerce submits this "Position Paper".

The Board of Directors urges that $37.2 Million Dollars be appropriated as recommended by the Army Corps of Engineers in the 1982 fiscal year budget for the continuation of construction of Lakeview Lake, to supplement appropriations of budgets for fiscal years 1975 and 1976.

Gary L Hardin

David A. Jenkins,
Executive Vice President

Gary L. Hardin, Chairman of the Board

Resolution of Oak Cliff (Tex.) Chamber of Commerce

WHEREAS, the Oak Cliff Chamber of Commerce has on numerous occasions declared its support of the comprehensive plan for development of the Trinity River, as authorized by the Rivers and Harbors Act of October 27, 1965, Public Law 89-298; and

WHEREAS, Lakeview Reservoir is an integral component of the comprehensive plan; and

WHEREAS, pursuant to a directive from the Committees on Appropriations of the United States Senate and House of Representatives, the Corps of Engineers has conducted a restudy of the feasibility of Lakeview Reservoir under Plans designated A through I, and has found Plan E to be the most favorable plan in consonance with the needs for flood control, water supply, and recreation and fish and wildlife; and

WHEREAS, Plan E was also selected by the local sponsor, the Trinity River Authority, as being the most appropriate plan to assist in meeting the needs of the Dallas-Fort Worth Metroplex, and the local sponsor has furnished the necessary assurances of local participation in that Plan to the Corps of Engineers; and

WHEREAS, the requirements for flood control, water supply and recreation and fish and wildlife which would be met by the construction of Lakeview Reservoir indicate the need for its completion at the earliest possible date.

NOW, THEREFORE BE IT RESOLVED, that the Oak Cliff Chamber of Commerce urges that funds adequate to make a substantial beginning on the construction of Lakeview Reservoir, in the amount of one million dollars, remain a part of the President's proposed budget for the forthcoming fiscal year; and that construction of the project gets underway as promptly as possible.

BE IT FURTHER RESOLVED that the President and Executive Vice President of the Oak Cliff Chamber of Commerce execute this Resolution on behalf of the Board of Directors and transmit a copy to such persons and organizations as they shall deem appropriate.

ADOPTED UNANIMOUSLY at a meeting of the Board of Directors of the Oak Cliff Chamber of Commerce this 12th day of February, 1974.

RESOLUTION OF DUNCANVILLE (TEX.) CITY COUNCIL

WHEREAS: Joe Pool (Lakeview Lake) Reservoir is an essential water resources development project which will provide flood control, water supply and recreational benefits to a population of more than 1.5 million people; and

WHEREAS: Land acquisition is well under way as well as construction of the embankment along with the completed relocation of FM 1382 with previously appropriated funds; and

WHEREAS: The U. S. Army Corps of Engineers has indicated a Division capability of 22.8 million dollars for construction of Joe Pool (Lakeview Lake) Reservoir in Fiscal Year 1984; and

WHEREAS: Appropriation of funds equal to the Corps capability will enable an early completion of Joe Pool (Lakeview Lake) Reservoir, thereby avoiding inflation-caused escalation of the cost of the Reservoir and allowing citizens to receive the vital benefits to be provided by the Reservoir at the earliest possible time;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF DUNCANVILLE, TEXAS:
That the Congress of the United States is urged to approrpiate 22.8 million dollars for construction of Joe Pool (Lakeview Lake) Reservoir, which represents the necessary 1984 Fiscal Year appropriations for the Corps of Engineers for that project, thereby reducing the construction time and ultimately causing the saving of taxpayers' money in the cost of the Reservoir.

DULY RESOLVED by the City Council of the City of Duncanville, Texas, on the 4th day of April, A.D., 1983.

RESOLUTION OF CEDAR HILL (TEX.) CITY COUNCIL

WHEREAS, Joe Pool Lake (Lakeview) is a federal multiple-purpose water resources project, which will provide flood control, water supply, recreational benefits and wildlife enhancement; and

WHEREAS, we appreciate the foresight that has been given by both Sub-committees on finance in Congress for past appropriations and urge your continued support; and

WHEREAS, the proposed Federal Budget for fiscal year 1984 contains $22,800,000.00 for Joe Pool Lake construction; and

WHEREAS, the U. S. Army Corps of Engineers agree that this amount for construction fits the division capability; and

WHEREAS, the appropriation of funds equal to the Corps capability will enable an early completion of Joe Pool Lake, thereby awaiting additional needs and funding.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR HILL, TEXAS:

THAT, the Congress of the United States is urged to appropriate $22,800,000.00 for the Fiscal Year 1984 for the construction of Joe Pool Lake (Lakeview Lake).

RESOLUTION OF THE MIDLOTHIAN (TEX.) WATER DISTRICT

WHEREAS, the Midlothian Water District has contracted 42% of the water supply from Joe Pool Lake (Lakeview Reservoir). Our primary function is to supply the water needs in the Midlothian Water District; and

WHEREAS, we urgently need a surface supply of water, rather than depend on our present supply from wells as the water table in our area is diminishing at an alarming rate of 30 to 40 feet per year; and

WHEREAS, the lake will afford recreation facilities to the Dallas - Fort Worth Metroplex area and throughout the state, resulting in a savings of fuel and energy due to the close proximity of the densely populated area; and

WHEREAS, the flood control Lakeview will afford in our area is immeasurable in human life and property damage.

BE IT RESOLVED, that the Congress of the United States is urged to appropriate $22,800,000 which represents the Corps of Engineers Fiscal Year 1984, for construction of Joe Pool Lake and assure the earliest completion date.

RESOLUTION OF DUNCANVILLE (TEX.) CHAMBER OF COMMERCE

WHEREAS, Joe Pool Lake (Lakeview) is still an essential and vitally needed project, which is well into the construction stage; and

WHEREAS, the progress of Joe Pool Lake (Lakeview) is directly related to the foresight granted by the Sub-Committee on financial appropriations, Congress, and the Administration; and

WHEREAS, the proposed Fiscal Year 1984 contains $22,800,000.00, which matches the United States Army Corp of Engineers' capability for Fiscal Year 1984; and

WHEREAS, it is continually important that this project be funded to corp capability each year to insure the construction timetable, and thereby eliminate excessive costs which would be incurred if appropriations were less than corp capability.

NOW, THEREFORE, BE IT RESOLVED, that the Duncanville Chamber of Commerce urge that Congress appropriate $22,800,000.00 for the continued construction of Joe Pool Lake (Lakeview).

Duly adopted on the 4th day of April, 1983.

RESOLUTION OF CEDAR HILL (TEX.) CHAMBER OF COMMERCE

Whereas, Lake Joe Pool is an essential water resources development project which will provide flood control, water supply and recreational benefits to a population of more than 1.5 million people; and,

Whereas, Land acquisition for the project is almost completed with previously appropriated funds; and;

Whereas, the proposed Federal Budget for the Fiscal Year of 1983 contains $22,800,000. for continued construction of Lake Joe Pool; and,

Whereas, the U.S. Army Corps of Engineers had indicated a Division capability of $22,800,000.00for construction of Lake Joe Pool in Fiscal Year 1983; and,

Whereas, appropriation of funds equal to the Corps capability will enable an early completion of Lake Joe Pool thereby avoiding inflation-caused esculation of the cost of the Lake and allowing citizens to receive the vital benefits to be provided by the lake at the earliest possible time; therefore,

Be It Resolved, that the Congress of the United States is urged to appropriate $22,800,000.00 which represents the Corps of Engineers Fiscal Year 1983, for construction of Lake Joe Pool, thereby reducing the construction time and ultimately the saving of taxpayer's money in the cost of the lake.

Be It Further Resolved, that the President of the Cedar Hill Chamber of Commerce hereby executes this resolution on behalf of the Board of Directors and transmits a copy to such persons and organizations as they shall deem appropriate.

Adopted, by the Board of Directors fo the Cedar Hill Chamber of Commerce, this the 31st day of March, 1983.

BRAZOS RIVER BASIN PROJECTS

STATEMENT OF GLYNN WILLIAMS, PRESIDENT, BRAZOS RIVER AUTHORITY

ACCOMPANIED BY CARSON HOGE, GENERAL MANAGER, BRAZOS RIVER AUTHORITY

Senator BURDICK. Our next witness will be Carson Hoge, general manager of the Brazos River Authority.

Mr. HOGE. Mr. Chairman, I am Carson Hoge, and our statement will be presented by Mr. Glynn Williams, president of the Brazos River Authority.

Senator BURDICK. Mr. Williams.

Mr. WILLIAMS. Thank you, Mr. Hoge, and thank you, Mr. Chairman. I am Glynn Williams, president of the Brazos River Authority, an agency of the State of Texas with the responsibility for conserving and developing the water resources for the entire Brazos River basin in Texas, an area about the size of the State of Tennessee.

INTRODUCTION OF SUPPORTING WITNESSES

Seven other members of the authority's board of directors are with me today, and with your permission, I would like for them to stand.

Mr. Bruce Campbell, vice president of the board of directors; Mr. Harry Trippet, secretary; Mr. Roland Adamson, Mr. Henry Boehm, Dr. Arthur Davidson, Mr. Barry Moore, and Mr. Dunman Perry.

You have already heard from our general manager, Mr. Carson Hoge, who sits at my left, and with him is our assistant general manager, Roy Roberts. I ask him to stand along with the others whose names I will call:

Mr. Mike Robinson, mayor pro tem, city of Round Rock; Ms. Trudy Lee, city councilwoman, Round Rock; Mike Sweazy, president, Round Rock Chamber of Commerce; Mr. Bob Bennett, city manager, Round Rock; Mr. Sam Huey, assistant city manager, Round Rock; Mr. Pat Bryson, mayor of the city of Leander; Mr. Joe Ventura, city attorney, Leander; Ms. Betty Brown, city secretary-treasurer, Leander; Mr. James Roy Ringstaff, vice president, Leander Water Supply Corp.; Lee Hensley, Bryan-College Station Chamber of Commerce; Dr. Herb Grubb, director of planning and development, Texas Department of Water Resources, Austin, who has submitted supporting testimony on behalf of the State of Texas and was here but had to leave for another commitment.

FUNDING REQUEST

The authority and others are submitting written statements which more fully explain our requests, but we appreciate this opportunity to make a brief oral presentation.

The authority is requesting the following specific appropriations which are all included within the President's budget: $200,000 for the continuation of advance engineering and design of the Lake Millican; $250,000 for continuation of construction of the San Gabriel River project, our South Fork Lake; and $250,000 for continuation of the Brazos River and tributaries study.

MILLICAN LAKE, TEX.

Lake Millican is authorized as a major water conservation and flood control project in the Navasota River, a tributary of the Brazos. The Brazos River Authority has agreed to pay the non-Federal share of the cost of the project allocated to water supply and recreation. The authority will incorporate the conservation storage space in Lake Millican into its basinwide water supply system. At present, essentially all of the water supplies from the lakes in this system are committed under existing contracts and the authority is unable to meet additional need for water in the Brazos basin and adjacent coastal areas. We have pending requests for water from cities and industries in the basin which cannot be met until Lake Millican is completed and placed in operation.

Water from Lake Millican is needed for use in thermal electric generating plants to be built in the vicinity of the lake to utilize extensive lignite deposits as a source of fuel. In the near future, it will be needed to meet growing requirements for municipal water supplies in the nearby Bryan-College Station area.

In addition, through the flexibility of system operation, water supplies from Millican will be utilized to free up water in existing lakes throughout the Brazos basin for commitment to meet local needs. The Millican project is, in fact, the key to meeting the future water needs of the Brazos River basin.

Lake Millican is also the last element in the Corps of Engineers' flood protection system for the Lower Brazos River basin.

It is vital that the full amount of $200,000 be appropriated so that the Corps may continue its planning and design work on Lake Millican.

SOUTH FORK LAKE, TEX.

South Fork Lake is the last of the three reservoirs in the authorized San Gabriel River project. Deliberate impoundment of water in the other two reservoirs—Lakes Georgetown and Granger—was initiated in 1980 and already all of the water supply provided by these lakes is committed under contract to meet municipal and industrial water needs in the vicinity of the lakes and downstream.

Planning of South Fork Lake was suspended pending development of need for the additional water supplies which South Fork will provide. Williamson County, in which the San Gabriel River project is located, is experiencing rapid population growth and the water supplies to be provided by South Fork Lake are urgently needed as soon as possible to help meet the growing municipal and growing industrial water needs of this area.

The presence here today of representatives from the cities of Round Rock and Leander is evidence of the urgency of these needs. It is respectfully requested that the full amount of $250,000 be appropriated in fiscal year 1984 to permit the Corps of Engineers to continue its work on the South Fork Lake elements of the San Gabriel River project.

BRAZOS RIVER AND TRIBUTARIES, TEXAS

The Brazos River Authority also requests the appropriation of $250,000 for continuation of the Brazos River and tributaries study.

Mr. Chairman, we appreciate the opportunity to appear before the Subcommittee on Energy and Water Development. We will be glad to answer any questions or provide any additional information that you may desire.

Senator BURDICK. Thank you very much.

ADDITIONAL PREPARED STATEMENTS

We have additional statements which your group has submitted on the project in the Brazos basin. They will be placed in the record at this point.

[The statements follow:]

STATEMENT OF THE BRAZOS RIVER AUTHORITY

The Brazos River Authority is the agency of the State of Texas responsible for conserving and developing the water resources of the Brazos River Basin in Texas, an area of about 42,000 square miles.

The Authority considers expenditures for water resource development to be necessary investments for the future prosperity and welfare of the nation and its citizens. The Authority supports requests for appropriation of the following amounts for Fiscal Year 1984 for Corps of Engineers projects in the Brazos Basin:

Project	Appropriation Requested
Lake Millican	$200,000 for continuation of advance engineering and design
San Gabriel River Project (South Fork Lake)	$250,000 for continuation of construction
Brazos River and Tributaries Study	$250,000 for continuation of study

The following information is submitted in support of the requested appropriations:

LAKE MILLICAN

Lake Millican is urgently needed at the earliest practicable date as a source of water supply to meet present as well as future water supply needs. It was projected that water supplies from Lake Millican would be needed by the beginning of this decade. This projection has proven to be accurate: water supplies from Lake Millican are needed now.

Essentially all of the long-term water supply yields of the lakes in the Authority's basin-wide water supply system are committed. Lake Millican is the only remaining undeveloped in-basin source of additional water supplies with the potential for producing the large amounts of water that will be required to meet present and future water supply requirements, not only in the immediate vicinity of Lake Millican and areas downstream, but also, through incorporation of Lake Millican into the Authority's basin-wide system, in other areas throughout the Brazos River Basin.

One of the most urgent needs for water from Lake Millican is to permit the development and use of extensive lignite deposits as sources of fuel to help meet the country's energy needs. The Brazos River Authority has already received requests for substantial amounts of water for this purpose which cannot be met from any source other than Lake Millican.

In addition to meeting present and future water needs in the vicinity of Lake Millican and in the lower Brazos Basin and adjacent coastal areas downstream, water supplies from Lake Millican are needed to help meet present and future water needs in other areas of the Brazos Basin by freeing up water which is now committed to meeting system needs in the basin-wide water supply system, so that such water may be used to satisfy growing needs in the vicinities of these other lakes.

Lake Millican is also needed for flood control. Until Millican goes into operation, areas of the lower Brazos Basin and adjoining coastal basins will continue to be subject to severe damage from uncontrolled floods from the 2200 square-mile Navasota River watershed.

It is critically important that the money needed by the Corps of Engineers for continued planning and design of Millican in FY 1984 be furnished so that this urgently-needed project can proceed to completion without unnecessary delay, and we respectfully urge the appropriation of the full $200,000 requested in the President's budget.

SAN GABRIEL RIVER PROJECT (SOUTH FORK LAKE)

The Brazos River Authority respectfully urges approval of the President's request for appropriation of $250,000 in FY 1984 for continuation of the San Gabriel River Project.

Three reservoirs are included in the authorized San Gabriel River Project: Lakes Granger, Georgetown and South Fork. Deliberate impoundment of water in Lakes Granger and Georgetown was initiated early in 1980, and already all of the water supply these lakes can provide on a dependable basis is committed under contracts to meet municipal and industrial water needs in the vicinity of the lakes and in areas downstream. The authorizing legislation provided for Lake South Fork to be completed when the need arose for the additional water supplies that could be provided from this final unit of the authorized San Gabriel River Project. Williamson County, in which the San Gabriel River Project is located, is experiencing the most rapid population growth in the entire Brazos River Basin, and the water supplies to be provided by South Fork Lake are urgently needed at the earliest practicable date in order to help meet the growing municipal water needs of this area.

BRAZOS RIVER AND TRIBUTARIES STUDY

The Brazos River Authority respectfully urges approval of the President's request for appropriation of $250,000 for continuation of the Brazos River and Tributaries Study in FY 1984 for completion of studies in progress.

Resolution of College Station (Tex.) City Council

WHEREAS, development of water resources is essential to the future welfare and prosperity of the citizens of this nation; and,

WHEREAS, present water needs as well as the projected requirements of this city indicate an urgent necessity to establish an additional water supply system; and,

WHEREAS, other communities throughout the Brazos River Basin also face the problem of developing adequate water supplies to meet future needs; and,

WHEREAS, the proposed lake on the Navasota River is the only remaining undeveloped in-basin source of additional water supply with the potential for producing the large quantities that will be required; and,

WHEREAS, the proposed lake would further be utilized to prevent uncontrolled and detrimental flooding from the Navasota River watershed;

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLLEGE STATION THAT this Council considers the development of a lake on the Navasota River to be of prime importance to the future of this community and wishes to record its support of the appropriations request to fund the Corps of Engineers in their work on this urgently-needed project, and that this resolution be made a part of the minutes of this meeting and that copies be forwarded to the Congressional Subcommittees on Energy and Water Development.

PASSED AND APPROVED THIS 24th DAY OF March, 1983.

STATEMENT OF LELAND B. KEE, GENERAL COUNSEL, BRAZOS RIVER HARBOR NAVIGATION DISTRICT

This is the fourth consecutive year that officials of the Brazos River Harbor Navigation District, local non-federal sponsor of the Freeport Harbor 45 Foot Channel Improvement Project, have appeared before this Subcommittee requesting an initial appropriation of funds for the start-up of this project.

The Corps of Engineers recommended that start-up funds be included in the FY 1980 mark-up. Although the Senate Subcommittee included this project in its mark-up, the House Subcommittee did not agree.

Our requests for funding in FY 1981, FY 1982 and FY 1983 were not granted.

As local non-federal sponsor, the Navigation District has tried every possible plan to obtain start-up funds for this project.

When we were not included in the FY 1980 appropriations, we proposed to you to advance up to $10,000,000 from local interests to carry the project until construction funds were appropriated by the Congress.

In accord with 33 U.S.C. 561 you approved this advance in your FY 1981 Appropriations Bill, but the Corps of Engineers declined to start the project, apparently due to uncertainty of future funding policies of the Congress on new-start water projects.

Later we indicated to the Corps of Engineers our willingness to undertake a 50/50 cost sharing on the relocation of the North jetty as a usable increment of the total project at an estimated cost of approximately $26,000,000. It is our understanding that this proposal has not yet received your approval. That offer was made by us because of the critical condition of the channel entrance jetties.

Mr. Chairman, we need help.

We have a project that will (1) provide jobs, (2) aid the national security, (3) benefit the local economy, (4) bring the safety and efficiency of our port up to prudent standards, (5) encourage more exports at less cost, and thereby (6) reduce the nation's balance of trade deficits.

We are aware of the uncertainty of the method of future funding of new-start water projects. We are aware that there are problems to be solved and decisions to be made by the Congress that are not controlled by this Committee.

In the meantime, we have adequate funds on hand to carry this project for at least five quarters, or well into FY 1985.

We urge you to make a new-start appropriation for this project now. It is recognized by all who are involved as not only having a high priority nationwide, but also having an element of urgency which is continuously increasing.

The deteriorated condition of the existing jetties at Freeport Harbor is a result of maintenance that was postponed or deferred for many years in anticipation of construction of the authorized 45 Foot Project, which also includes widening and deepening the channel to 45 feet. The objective of the deferred maintenance was to avoid substantial expenditures on structures that were to be either removed or rehabilitated in connection with ultimate construction of the 45-Foot Project. That decision was a prudent economic choice at the time, but present needs and considerations now warrant immediate construction.

The existing jetties are in extreme disrepair. They are subject to continued deterioration under normal conditions and to breaches during tropical storms which could result in blockage of the channel and closure of the Port of Freeport. The condition of the jetties warrants immediate attention, and in our judgment further expenditures to maintain the existing North Jetty at its present location would be imprudent.

Preservation of the channel is particularly important since it provides access to the Strategic Petroleum Reserve at nearby Bryan Mound. Continued filling of that reserve and ultimate emergency use of the reserve depend upon the availability of the Freeport Channel. According to the Department of Energy, should there be a future national crude oil supply emergency requiring a drawdown of the Bryan Mound facility, a continuous weekly passage through Freeport Harbor of twelve to fifteen ships may be required in order to distribute required amounts of crude oil to other ports.

Although the jetty relocation will not increase the depth of the existing channel, it will widen the channel between the jetties and provide safer operating conditions for shallow draft vessels that must share the channel with larger ships. Further, relocation of the North Jetty is necessary for ultimate construction of the 45-Foot Project and would constitute the first phase of construction if the overall project is undertaken.

The Corps of Engineers has proposed to begin relocation of the existing North Jetty during the 3rd quarter of the Fiscal Year. As project sponsor, the Navigation District has agreed to contribute not less than one-half of total increment costs through the provision of a combination of lands, easements and rights-of-way, relocations and direct cash contributions. A proposed agreement reflecting that intent has been negotiated between the Navigation District and the Corps of Engineers. Total increment costs are presently estimated to be $25.8 million. The proposed agreement has been reviewed and approved by the Board of the Navigation District. Information has been provided the Corps by the Navigation District which evidences the District's present financial capability to perform. As such, pending your approval, the agreement is ready for execution.

In the Continuing Resolution (Public Law 97-377) enacted in December of 1982, the Congress stated that funds made available in that Act were not to be used to initiate activities not provided for in the FY 1982 Appropriations Act unless prior approval of the Committees on Appropriations was obtained. We urge immediate approval by this Committee for construction of this project. We further request your approval of expenditures of FY 1983 appropriations to begin construction, with continued funding to be provided in FY 1984 Appropriations. We specifically direct your attention to the fact that the agreement proposed to implement construction is not intended to invade congressional prerogatives with respect to cost sharing and recognizes that future legislation on this subject may be forthcoming. In this regard Article 9c of the proposed Contract between the Corps and the District specifically states that: "Nothing in this agreement shall preclude any change in cost sharing for the increment or overall 45-Foot Project authorized by Congress in legislation enacted subsequent to the date of this agreement."

Again, we request your favorable consideration of this matter and will await your early action.

STATEMENT OF CITY PARK, TEX.

Supporting requests for Fiscal Year 1984 Appropriations San Gabriel River Projects

The Brazos River Authority is the Agency of the State of Texas responsible for conserving and developing the Water Resources of the Brazos River Basin in Texas, an area of about 42,000 square miles.

The City of Cedar Park considers expenditures for water resource development to be necessary investments for the future prosperity and welfare of the nation and its citizens. The City supports requests for appropriation of the following amounts for Fiscal Year 1984 for the Corps of Engineers Projects in the Brazos Basin:

Project	Appropriation Requested
San Gabriel River Project (South Fork Lake)	$250,000 for continuation of Construction
Brazos River and Tributaries Study	$250,000 for continuation of Study

The following information is submitted in support of the requested appropriations:

San Gabriel River Project (South Fork Lake)

The City of Cedar Park respectfully urges approval of the President's request for appropriation of $250,000 in FY 1984 for continuation of the San Gabriel River Project. The reservoirs are included in the authorized San Gabriel River Project. Lake Granger, Georgetown, and South Fork. It should be noted here that the South Fork Reservoir was tabled along with many other projects during the Carter Administration. Impoundment of water in Lake Granger and Georgetown was initiated in early 1980, and already the total water supply from these Lakes have been committed to Municipalities for Domestic and Industrial use. The authorizing Legislation provided for Lake South Fork to be completed when the need arose. This Lake would be located in the Central Area of one of the fastest growing areas of the State. West Williamson County is a densely populated area with a tremendous growth pattern. Well water is almost negligible in this area. Water rationing is prevalent in the summer months. Even nearby Lake Travis on the Colorado River has reached its total capacity of available waters to South West Williamson County. There is no other source of water except the South Fork Lake. It is urgently needed at the earliest possible date.

Brazos River and Tributaries Supply

The City of Cedar Park respectfully urges approval of the President's Request for appropriations of $250,000 for Continuation of the Brazos River and Tributaries Study in FY 1984 for completion of studies in progress.

STATEMENT OF CHARLES E. NEMIR, EXECUTIVE DIRECTOR, TEXAS DEPARTMENT OF WATER RESOURCES

The Texas Department of Water Resources respectfully submits project testimony regarding Corps of Engineers projects located in the Brazos River Basin of the State of Texas.

Responsibility for Statewide planning and development of water resources rests with the Texas Department of Water Resources. The Department has been designated as the State agency to cooperate with appropriate agencies of the Federal government and with other State and local agencies in matters relating to water resource development. In order to assure orderly development of the State's water resources, the Department has formulated and adopted a comprehensive Statewide "Texas Water Plan", which under Texas statutes serves as a flexible guide for present and future water development in Texas.

The plan indicates the need for specific projects, including alternatives, to meet the State's water need and to provide National, State, and regional economic growth and stability. The Department of Water Resources maintains a continuing planning program in order to address changing economic, social, hydrologic, and environmental conditions in the State. The projects included in this statement are considered as integral elements in the State's present and future water resource development program.

BRAZOS RIVER AND TRIBUTARIES

The Brazos River Basin has a total drainage area of slightly more than 45,500 square miles and includes an area extending from eastern New Mexico across the State of Texas to the Gulf of Mexico.

The basinwide study is considering problems and developing solutions in order to determine the need for flood control, hydroelectric power, navigation, irrigation, municipal and industrial water supply, recreation and other water related purposes. The Texas Department of Water Resources fully supports approval of the President's appropriation request for $250,000 during FY 1984 for continuation of the Brazos River and Tributaries Comprehensive Study.

MILLICAN LAKE

The Millican Lake Project is an integral component of the Brazos River Basin, multiple-project system of flood control and water supply storage facilities. It is the last major element in the Corps of Engineers basinwide plan for flood control in the lower Brazos River Basin. The project is urgently needed to meet the rapidly-expanding water supply requirements of the entire lower basin and adjoining coastal areas, including the Houston-Galveston metroplex. Control of land subsidence in the coastal area adjacent to the lower Brazos Basin, which results primarily from local overdrafts of ground water, has already created demands in the area such that surface-water supplies will be needed in increasing quantities in the very near future. Inasmuch as existing basin reservoir yields are almost entirely committed under contract, meeting the increased water needs in the lower basin and adjoining coastal areas can be achieved only with the construction of Millican Lake. Water from Millican Lake can also be used to meet lower basin needs now being met by water released from other lakes in the Brazos system, and thus will free up water to meet future needs throughout the Brazos Basin.

In view of the urgent need for freshwater downstream from Millican Lake to alleviate land subsidence in neighboring areas and to meet energy and manufacturing requirements, it is imperative that the construction of Millican Lake be accomplished at the earliest possible date. For these reasons, the Texas Department of Water Resources feels that it is essential to provide the Corps of Engineers with adequate funding for continued planning and design in order to prevent further undue delays in constructing Millican Lake to its fullest potential. Therefore, the Department respectfully urges an appropriation of the President's recommended budget amount of $200,000 for post authorization planning and design work during FY 1984.

SAN GABRIEL RIVER PROJECT

The authorized plan of improvement for the San Gabriel River Project consists of a system of three lakes in Williamson County in the San Gabriel watershed of the Brazos River Basin. Lakes Granger, Georgetown, and South Fork were authorized by the Flood Control Acts of 1952 and 1962. These lakes will provide storage for flood control, municipal and industrial water supply, and recreational benefits and are an important unit in the Corps' Brazos River Basin system of multiple-purpose water resource development projects. Deliberate impoundment of water in Lakes Granger and Georgetown was initiated early in 1980, and already almost all of the water supply to be provided by these lakes is committed under contract to meet municipal and industrial water needs in the vicinity of the lakes and in areas downstream. South Fork Lake is the only component of the project not completed.

The Texas Department of Water Resources supports the President's request for an appropriation of $250,000 to continue advanced engineering and design of South Fork Lake of the San Gabriel River Project during FY 1984.

OPERATION AND MAINTENANCE OF EXISTING PROJECTS

The Department supports appropriations to the Corps of Engineers for operation and maintenance of the following projects during FY 1984: Aquilla Lake ($156,000); Georgetown Lake ($253,000); Granger Lake ($495,000); Proctor Lake ($763,000); Somerville Lake ($336,000); Stillhouse Hollow Lake ($762,000); Waco Lake ($1,297,000); and Whitney Lake ($1,136,000).

CONCLUDING COMMENTS

The Texas Department of Water Resources sincerely appreciates this opportunity to provide testimony to the Committee and most respectfully urges the appropriation of funds as requested in order to accomplish properly coordinated, timely, and orderly development of these urgently needed water resource projects in the Brazos River Basin of the State of Texas.

STATEMENT OF ENAR B. OLSON, MAYOR, GRANBURY, TEX.

The City of Granbury, Texas, strongly supports appropriations for the U. S. Corp of Engineers Lake Millican project.

The City of Granbury has a critical water shortage requirement due to the increasingly rapid lowering of the water table from which all municipal and domestic users of water in Hood County, Texas, now secure their water. Based on intensive and costly study, we are right now in the beginning stages of building a water treatment plant to utilize water from the Brazos River.

To date, the Brazos River Authority has been able to allocate only 1100 acre-feet of water for annual use by the City of Granbury. Our medium and long-range planning needs are much greater.

It is my understanding the Lake Millican project will make additional long-range water resources available for fast growing municipalities such as, and including, Granbury. We urgently need this long-range water resource.

We urge your subcommittee to act favorably with respect to the Lake Millican project of the Corps of Engineers.

STATEMENT OF ARTHUR VON ROSENBERG, MANAGER, DEPARTMENT OF PLANNING AND DEVELOPMENT, SAN ANTONIO, TEX.

This year as in the last several years, City Public Service has written Congressmen concerning appropriation of funds by the Subcommittee on Energy and Water Development for engineering and design of the Corp of Engineers' Lake Millican Project. The responses and efforts accomplished by Congress in this behalf have enabled the Lake Millican Project to continue forward. City Public Service having lignite reserves within the Brazos River watershed and a potential requirement for power plant cooling water during the 1990's again requests your continued support for the Lake Millican Project. This and other Brazos Basin projects will provide important stimuli toward increasing the supply of Texas' most needed resource, water.

Thank you again for your continuing support. Lignite development is an important element in our future plans to supply the San Antonio, Texas area with economical power.

STATEMENT OF ELBERT T. HALL, MAYOR, ABILENE, TEX.

The City of Abilene, Texas, would like to express its full support of the Brazos River Authority's request for Fiscal Year 1984 Appropriations for the Lake Millican and San Gabriel River Projects and the Brazos River and Tributaries Study as indicated below:

Project	Appropriation Requested
Lake Millican	$200,000
San Gabriel River Project	$250,000
Brazos River and Tributaries Study	$250,000

The City of Abilene is expressly interested in the full funding and completion of these projects as their completion will make available water upstream that could be used to meet the Abilene area's ever increasing water supply demands. Any funding less than the requested appropriations would seriously restrict efforts in Central West Texas to supply the water demands of the future.

Thank you for your consideration of this critical matter.

STATEMENT OF BRYAN-COLLEGE STATION (TEX.) CHAMBER OF COMMERCE

The Bryan-College Station, Texas Chamber of Commerce has for many years supported the recommendations of the U. S. Corps of Engineers to construct Lake Millican on the Navasota River in Texas.

We continue to support the Corps of Engineers recommendations and requests, and feel that our rapid growth in population and the use of lignite in generating electricity accelerates the need for water.

Therefore, we respectfully request appropriations of $200,000.00 in the fiscal year 1984 so that the engineers can continue the planning and design of the Millican Project. It is our understanding that the President's budget has recommended $200,000.00 for this project.

Your favorable and positive response to the request will be sincerely appreciated.

STATEMENT OF MARCUS H. MALLARD, MAYOR, NAVASOTA, TEX.

The City of Navasota, Texas supports the request for appropriation of funds for the Lake Millican project in the amount of $200,000.00 for continuation of advance engineering and design for fiscal year 1984 for one of the Corps of Engineers projects in the Brazos Basin.

Essentially all of the long-term water supply yields of the lakes in the Brazos River Authority's basin-wide water supply system are committed. Lake Millican is the only remaining undeveloped in-basin source of additional water supplies with the potential for producing the large amounts of water that will be required to meet future water problems not only in the immediate vicinity of Lake Millican, but by freeing up present committed water supplies, downstream users like the City of Navasota will benefit greatly.

Another important need that exists around the area of the City of Navasota is Flood Control. Until Lake Millican is built, areas of the lower Brazos Basin will continue to be subjected to severe damage from uncontrolled floods from the Navasota River Watershed.

It is critically important that the money needed by the Corps of Engineers for continued planning and design of Millican in FY 1984 be furnished so that this urgently-needed project can proceed to completion without unnecessary delay, and we respectfully urge the appropriation of the full $200,000.00 requested in the President's budget.

STATEMENT OF LOUIS SANDIDGE, PRESIDENT, GRIMES COUNTY (TEX.) CHAMBER OF COMMERCE

Dear Senator Hatfield, this chamber continues to support the plan to construct a dam on the Navasota River which would form Lake Millican. The board of directors voted to take official action March 17, 1983, to concur with the statement of the Brazos River Authority which will be presented to the House and Senate committee hearings scheduled April 6.

It is acknowledged that the water table in this region is continuing to drop. Consequently, the development, conservation, and preservation of water resources is vital to the survival of our people.

Your recognition and supportive action of this project is appreciated.

STATEMENT OF BILL CARPENTER, PRESIDENT, NAVASOTA INDUSTRIAL FOUNDATION

Dear Senator Hatfield, the Navasota Industrial Foundation is very interested and supportive of the plan to construct a dam on the Navasota River which would form Lake Millican. The board of directors voted to support the Brazos River Authority in requesting appropriation for this project for fiscal year 1984.

The storage potential from the Navasota River watershed will assure the future development of this area.

STATEMENT OF MRS. PAT BRYSON, MAYOR, LEANDER, TEX.

Dear Sir, I and the city council of Leander, Tex., would like for you to know that we support the projects for Lakes Millican and South Fork. Our little city of 2,300 is located in Williamson County and is experiencing a rapid growth rate. Our only water supply at this time is from four water wells, and during the last two summers we have been unable to supply all of our citizens' needs. We feel that the future water needs will have to be met with surface water from a lake. If Lake South Fork is not built, our closest water supply from a lake is out of Stillhouse Hollow which is 40 miles away from us.

We wish to thank you for your continued help in energy and water matters. We hope that you will realize that our needs are now and that this lake is our best answer.

STATEMENT OF JOHN C. DOERFLER, MAYOR, GEORGETOWN, TEX.

Dear Mr. Hatfield, on behalf of the city of Georgetown, I want to join the statement by the Brazos River Authority supporting requests for fiscal year 1984 appropriations for the Lake Millican, San Gabriel River project (South Fork Lake) and Brazos River and tributaries study. These projects are of vital concern to the city of Georgetown and Brazos River Authority. The city of Georgetown and Williamson County have experienced rapid growth in recent years and the water supply to be provided by South Fork Lake is urgently needed at the earliest possible date.

Thank you for your time and favorable consideration in this matter.

FREEPORT HARBOR, TEX.

STATEMENT OF LELAND B. KEE, GENERAL COUNSEL, BRAZOS RIVER HARBOR NAVIGATION DISTRICT

ACCOMPANIED BY:

LOUIE JONES, MEMBER, BOARD OF COMMISSIONERS
PETER SHAFT, GENERAL MANAGER
MARCUS WEEMS, CHAIRMAN OF THE BOARD
ANDREW SAMPSON, CONSULTANT

Senator BURDICK. The next group is the Brazos River Navigation District, and I believe it will be represented by Leland Kee.

Mr. KEE. Mr. Chairman, I am Leland B. Kee, general counsel to the Brazos River Harbor Navigation District. I have present with me at the hearing table on my far left, Louie Jones, member of the board of commissioners; Peter Shaft, general manager of the district. On my right, Mr. Marcus Weems, chairman of the board; and on the far right, Mr. Andrew Sampson who is a consultant to the district.

Mr. Chairman, we have filed a statement for the district over signature of the chairman and my own statement. We ask those be made a part of the record.

[The information follows:]

STATEMENT OF MARCUS WEEMS, CHAIRMAN, BRAZOS RIVER HARBOR NAVIGATION DISTRICT

Mr. Chairman and members of the subcommittee, the Brazos River Harbor Navigation District, the local non-Federal sponsor of the Freeport Harbor, Tex., channel modification (45-foot project), now under consideration, respectfully urges that funds be appropriated for the commencement of this project in fiscal year 1984.

Constructed in the early years of this century, narrow jetties leading into Freeport channel afford only a 200-foot authorized width at bottom depth. This narrow entrance, which has not been improved for over 60 years, restricts entry into the port to ships of a maximum length of 750 feet regardless of tonnage or depth. Freeport is the only oil-importing port in Texas that suffers this severe limitation. Freeport is also the shallowest of the five major Texas ports (currently authorized to 36 feet). These limitations create multiple threats to safe navigation. In a 1-year study of the situation, the Corps of Engineers reported that in 1976, 173 tankers and 23 cargo vessels, more than 35 percent of the total of shipments for the year, moved through the main channel loaded to depths greater than the designed safe operating depth. Due to the shallow depth and narrow width of the channel, these ships must operate and maneuver at dead-slow speeds, which causes a loss of effective rudder control. Currently, deepwater traffic is limited to one-way passage, with no passing or meeting in channels inland from the jetties. These improvements are urgently needed to remedy these unsafe operating conditions in the Port of Freeport (see copy of newsclipping attached).

In addition to improving safety, a wider, deeper channel will enhance the economic viability and competitive position of the port. Presently, many vessels cannot navigate the shallow 36-foot channel. Many others can only meet the draft requirements if they call on Freeport light-loaded as they traverse the gulf coast. This frequently requires out-of-sequence scheduling and increases the shipping costs in and out of Freeport. For crude shipments, roughly twice as many ships are needed to move a quantity of crude from a transshipment point in the Caribbean to Freeport as are required to move an equivalent amount to the Port of Houston. These safety and operational limitations not only inhibit the port from attracting new customers and expanding into new product markets, they also could force some present shippers to seek alternative ports for their incremental shipping requirements. The appropriation which we seek for the improvements will cure these defects. The Corps of Engineers has estimated that this project will save shippers over $37 million per year in shipping costs (in 1977 dollars).

These economies are vital to the port's continued viability. Again, if the superport option is eliminated from the analysis, the cost savings in shipping each year is over $80 million (1977 dollars).

Mr. Chairman and members of the subcommittee, I realize fully that you and the Congress as a whole are struggling mightily to balance the budget for fiscal year 1984. In this era of austerity, each appropriation must be scrutinized and evaluated. I firmly believe this project passes all such tests and should be given high priority. The COE has calculated the benefit-to-cost ratio of this project at 6.4 to 1. This calculation is based upon the assumption of the existence of an offshore deepwater port. With the Seadock consortium now defunct and it's successor, the Texas Deepwater Port Authority dormant, Freeport's benefit-to-cost ratio increases to over 10 to 1. This is believed to be the highest ratio for any project undertaken by the COE nationwide.

Beyond benefits included in the COE calculation, we believe there are other substantial advantages to this project:

(*a*) Safe harbor facilities are necessary for the growing number of commercial and industrial users of the port, including a very sizable gulf coast shrimping fleet based in Freeport.

(*b*) Environmental damage is minimized by using Freeport's unique geographical configuration. Since the port fronts directly on the coast, delicate marine ecosystems found in bays and estuaries are not disturbed by ship traffic and the appurtenances of a port facility. This project has the active support of State and local environmentalists. The city of Surfside also will benefit from the beach restoration work that this project includes. Local environmentalists have strongly favored this enhancement activity.

The Department of Energy SPR project at Bryan Mound is located approximately 3 miles from the Freeport channel. One hundred percent of the Bryan Mound petroleum reserves are arriving via the Freeport channel. Thirty-six percent of the Nation's SPR storage, based on current allocation, will be at Bryan Mound. Approximately 80 percent of Bryan Mound SPR emergency distribution capability is dependent on the Freeport channel. If the SPR program is a justifiable undertaking, it is justifiable by reason of its importance to national security. The placing of 100 percent of the financial burden for providing a safe channel for incoming and outgoing SPR shipments on local interest is indefensible. The Federal Government should, without doubt, bear its fair pro rata share of the cost of channel improvement and maintenance that is attributable to the SPR program (see letter dated Feb. 15, 1983, from William A. Vaughan, Assistant Secretary, Environmental Protection, Safety, and Emergency Preparedness, copy attached).

The building of a new north jetty and the dismantling of the present north jetty would result in the accomplishment of a usable increment of the total project by (*a*) the elimination of the probability of the jetty collapsing under hurricane tides that frequent the Gulf of Mexico; (*b*) the elimination of a navigation hazard that the jetty entrance poses for modern-day larger and longer vessels that cannot navigate the narrow channel entrance with a reasonable degree of safety, as was possible for the smaller vessels of past years; and (*c*) the accomplishment of an indispensable prerequisite to the dredging of a wider, deeper, safer, and more efficient channel.

CONCLUSION

—The 45-foot project for Freeport Harbor is the most cost-effective project nationwide presently recommended by the COE.

—Navigation efficiency and safety will be greatly improved.

—A nationally important energy/chemical manufacturing complex will be assured of a critical transportation link.

—The local economy and the national balance of payments will be strengthened significantly.

—The Nation's emergency/defense preparedness capability will be improved.

—Timely completion of this project is necessary to capture these benefits. For these reasons, I respectfully request that the subcommittee appropriate funds for this project in fiscal year 1984.

(From the Brazosport Facts, Jan. 30, 1983)

Low Tide Grounds Tanker

A tanker ship carrying crude oil to the Department of Energy's Bryan Mound Strategic Petroleum Reserve was grounded for more than 3 hours in a low tide near the entrance to Freeport Harbor last week.

Brazos River Harbor Navigation District General Manager Peter Schaff said the ship was grounded "due to silting in the channel" and an extreme low tide.

Three tugboats could not free the ship, and it wasn't until 3 hours later when the tide rose that the ship shifted free, he said.

The S.S. Achilles continued to the Bryan Mound dock, where it unloaded the 290,000 barrels of crude it was carrying, DOE senior site representative Neil Packard said.

It was the first time a ship carrying DOE crude became stranded in the harbor, Packard said. Schaff said it's been about 2 years since a ship was grounded in the channel.

There was no damage reported, but Schaff said the incident points to the need for widening and deepening of the channel.

"If we had our 400 (foot) width channel it could have helped," he said. "There's not much room to play with out there."

The tankers that carry crude to Bryan Mound load up with oil from supertankers anchored offshore, and it takes several trips with the smaller vessels to empty the supertankers, he said.

If the channel were wider and deeper, larger ships could pull up to the Bryan Mound docks and unload in one trip, saving DOE money in fuel and time, he said.

The Freeport Harbor 45-foot channel improvement project was approved by Congress in 1970 but has not received funding since it was approved.

Letter From William A. Vaughan, Assistant Secretary, Environmental Protection, Safety, and Emergency Preparedness, Department of Energy

February 15, 1983.

Hon. William R. Gianelli,
Assistant Secretary of the Army,
Washington, D.C. 20310

Dear Mr. Gianelli: As suggested in my letter to you on April 16, 1982, I consider the condition of Freeport Harbor to be of paramount importance to the Nation's Strategic Petroleum Reserve program. Both ongoing fill operations and the potential drawdown of the Strategic Petroleum Reserve's Bryan Mound storage site are highly dependent on continuous safe passage of ships through Freeport Harbor.

Since my previous letter on this subject, the Strategic Petroleum Reserve program has achieved approximately 110 million barrels of crude oil in storage at the Bryan Mound facility, approximately one-half of the planned 220 million barrels to be stored at Bryan Mound by 1987. Continued progress in this fill program could be jeopardized by a restriction of ship passage through Freeport Harbor. Also, should a future national crude oil supply interruption occur, the mission of the Strategic Petroleum Reserve may not be fully achieved without efficient and timely movement of ships in and out of Freeport Harbor.

I, therefore, would again like to express my strong support for the planned Freeport Harbor 45-foot project that would improve both the shipping efficiency through Freeport Harbor and the structural integrity of the associated entrance jetties. I would appreciate your informing me of progress to date on this project and your best expectations of future progress.

Sincerely,

William A. Vaughan.

NEEDED CHANNEL IMPROVEMENTS

Mr. Kee. We will try to be very brief and not go through the entire text of those statements.

Senator Burdick. It would be appreciated.

Mr. Kee. The project involved is designated as the Brazos River Harbor 45-foot channel improvement project, which has for its purpose the relocation of the north jetty to provide additional space so that the channel can be deepened from its present 36 feet to 45 feet and can be widened to the extent that it will be able to accommodate two-way traffic distinguished from the one-way traffic it now can accommodate.

Mr. Chairman, this committee has supported this project in the past. The Corps of Engineers announced its capability to start construction on the project in fiscal year 1980. This committee was kind enough to include this project in its recommended appropriations in 1980. However, the House did not concur and, as you know, we have had problems since that time.

In the meantime, the situation in regard to our jetties is growing continuously worse. We feel it is an emergency situation now at present in view of the fact that not only are the jetties continuing to be undermined and the foundation eroded and the suprastructures falling apart, but engineers advise us that should there be a gulf hurricane, these jetties have a very real probability of falling into the channel and blocking the channel.

Senator Tower called to the committee's attention the fact that the Department of Energy's.Strategic Petroleum Reserve at Bryan Mound, which is in the process of being filled at this time to the extent of, I believe, about 240 million barrels of crude oil, is now approximately one-half filled. The filling project will continue through 1987 under present plans and, of course, all of that oil has to come to Bryan Mound through this channel. Should there be an emergency that called for the disbursal of any of that oil, a substantial portion of it would have to be disbursed by ships using the channel.

At the present time, the Bryan Mound fill is taking place by the 100,000-ton dead-weight vessels anchored out in the gulf and being loaded on smaller vessels to bring the oil into the docks. This, of course, is a wasteful situation, but it demonstrates the need for a wider, deeper channel.

Our channel accommodates a very large volume of crude petroleum and petroleum feedstocks used by the Dow Chemical Co., which has one of the largest chemical companies in Freeport, by Phillips Petroleum Co., by Seapack Co. that originates in our channel and extends into Oklahoma and then into the Midwest.

In addition to that, of course, there are the public facilities that also need and require a larger, wider, deeper channel.

LOCAL COST SHARING

Mr. Chairman, we, of course, are quite aware of some of the problems that have been encountered in Congress in connection with new starts on water projects within the past few years. We are very hopeful that the policy is going to be settled and future funding of water projects and this project will continue to have this committee's support. We are very interested in the remarks of the chairman in regard to the matter of cost sharing in regard to previously authorized projects. Our board recognizes that in all probability some nature of cost sharing is going to be in the picture in the future. We have offered to do some cost sharing in connection with getting this project started because of the extreme urgency of getting our jetties repaired before they deteriorate and fall into the channel.

Mr. Chairman, we, of course, solicit this committee's continued support of this project. Thank you for your past support and should there be any questions you would like to have answered for the record, we would be pleased to respond.

Senator BURDICK. To be more specific about cost sharing, would the local people increase their participation?

Mr. KEE. I beg your pardon?

Senator BURDICK. On cost sharing, how much would local people increase their participation?

Mr. KEE. Mr. Chairman, of course, we have limitations on the financial ability to do that under the current structure of financing. Should there be additional legislation that would bring into use user fees that would produce revenue for that purpose, of course, it would be a different situation. Right now, because of the extreme emergency situation in regard to our north jetty, we have tentatively agreed with the Corps of Engineers on a usable implement of the total project to go as high as 50–50 on rebuilding the north jetty because it has to be done before the channel can be widened and deepened and because of the urgency of that situation, our board has sort of stretched its finances and agreed to go 50–50 on the jetty relocation which is estimated to have a total cost of approximately $26 million, but that would get the project started and we would hope for the construction of the north jetty being completed that Congress would have settled on its future policy of funding water projects, that we would fit into that plan, whatever it might be in the future.

SUBCOMMITTEE RECESS

Senator BURDICK. Thank you. The committee will be in recess until 10 o'clock tomorrow morning.

[Whereupon, at 3:40 p.m. Wednesday, April 6, the subcommittee was recessed to reconvene at 10 a.m. Thursday, April 7.]

ENERGY AND WATER DEVELOPMENT APPROPRIATIONS FOR FISCAL YEAR 1984

THURSDAY, APRIL 7, 1983

U.S. SENATE,
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,
Washington, D.C.

The subcommittee met at 10 a.m. in room SD-192, Dirksen Senate Office Building, Hon. Mark O. Hatfield (chairman) presiding.

Present: Senators Hatfield and Burdick; also present: Senators Andrews, Hawkins, and Wilson.

NONDEPARTMENTAL WITNESSES

OPENING REMARKS

Chairman HATFIELD. The subcommittee will come to order.

We have several witnesses that wish to be heard today, so in accordance with our notification to each of you, it will take some self-restraint on the part of everyone to hold oral testimony to a minimum in order that all may be heard who have requested the opportunity to testify.

In keeping with the subcommittee wishes, I ask the detailed prepared statements that each of you has worked out very carefully be submitted for the record where we will then carefully review such statements at a later time.

Then we would ask each witness to summarize or highlight the important points in his or her oral testimony. We will now proceed with the first witness. I would like to invite Mr. Wilbur Ternyik, president of the Port of Siuslaw; Stanley A. Jud, secretary of the Port of Nehalem; and Thomas J. Murray, port consultant, to come to the witness table.

OREGON COASTAL PORTS

STATEMENTS OF:
- WILBUR E. TERNYIK, PRESIDENT, PORT OF SIUSLAW
- STUART JOHNSTON, VICE PRESIDENT, PORT OF SIUSLAW
- STANLEY A. JUD, SECRETARY, PORT OF NEHALEM
- SHANE KNIGHT, PRESIDENT
- THOMAS J. MURRAY, PORT CONSULTANT

Chairman HATFIELD. I note we also have Mr. Stuart Johnston and Mr. Shane Knight. We are happy to have all of you gentlemen.

Mr. Ternyik, you are the leadoff witness.

SIUSLAW RIVER AND BAR, OREG.

Mr. TERNYIK. Thank you, Mr. Chairman.

It is good to be here again. My name is Wilbur Ternyik and I am president of the Port of Siuslaw, Oreg. I come here today with Mr. Stuart Johnston, vice president of the Port of Siuslaw.

We are here first to thank you for the construction funds that have been appropriated which will allow construction to begin on the long-awaited jetty extensions at the mouth of the Sisulaw River. The Corps of Engineers now expects to award a construction contract by July 1 of this year.

This construction project will create an estimated 90 jobs immediately on rock quarry, marine transportation, tugboat operations, unloading, trucking, and placement of the rock. The long-term impact on new permanent jobs, greater use of the port facilities, and the resulting economic growth in the community will be substantial by comparison with the jobs provided during the construction period.

We ask this committee to add the $13.6 million to the fiscal 1984 budget to continue construction of the project.

On behalf of the constituents Commissioner Johnston and I represent, again we express our heartfelt thanks for the funding of the Siuslaw River project, the jetty extension, and also for the annual maintenance dredging.

I would like to add that our community has been hard hit by unemployment for a long time, and that with the start of this project, there is no doubt in my mind or the mind of anyone else that we now have the tools that will enable us to contribute more significantly to the national economy.

[The statement follows:]

STATEMENT OF WILBUR E. TERNYIK, PRESIDENT, PORT OF SIUSLAW, OREG.

Mr. Chairman, my name is Wilbur Ternyik. I am president of the Port of Siuslaw, Oreg. I am accompanied here today by our vice president, Mr. Stuart Johnston.

We are here first to thank you for the construction funds that have been appropriated which will allow construction to begin on the long-awaited jetty extensions at the mouth of the Siuslaw River. The Corps of Engineers now expects to award a construction contract by July 1 of this year.

This construction project will create an estimated 90 jobs immediately on rock quarry, marine transportation, tugboat operations, unloading, trucking, and placement of rock. The long-term impact on new permanent jobs, greater use of port facilities, and the resulting economic growth in the community will be substantial by comparison with the jobs provided during the construction period.

We ask this committee to add the $13.6 million to the fiscal 1984 budget to continue construction of this project.

We also ask the committee to consider adding $1,069,000 to the budgeted amount of $1,372,000 for maintenance dredging of the project in fiscal 1984.

The Corps of Engineers cannot keep the Siuslaw entrance channel dredged to project dimension (18 feet deep by 300 feet wide). Last year, the Corps allocated $1,119,000 for entrance dredging and it did a pretty fair job of deepening the entrance. The continual winter storms have pushed sandbars back into the entrance because of the uneven jetties, and the entrance channel is now as hazardous as ever.

The Corps of Engineers capability of $2,441,000 for annual maintenance dredging in 1984 is a fourfold increase in annual maintenance dredging costs over fiscal 1978 ($584,300). The increased annual dredging requirements point up the need for the jetty extension which are designed to significantly reduce annual maintenance dredging requirements.

On behalf of the constituents Commissioner Johnston and I represent, we again express our heartfelt thanks for funding the Siuslaw River navigation project, for both the jetty extension and for the annual maintenance dredging.

Thank you.

EMPLOYMENT BENEFITS

Chairman HATFIELD. Thank you, Mr. Ternyik.

Could you give us a little idea of what you consider could be the long-term impact on new jobs and what plans or specific plans or general plans that the community or the port has for using these improved navigation facilities?

Mr. TERNYIK. Yes. We have already taken into consideration the long-range planning of what we anticipate in new jobs. We expect permanent jobs within the area related to the fishing industry, within the timber industry and tourist industry. Within the next 5 years, we expect an additional 241 permanent jobs.

In addition to that, we would estimate that we will probably have in the neighborhood of 400 indirect jobs. These are not necessarily jobs that will bring new people to our area, but jobs for people that are already in the area and are hard pressed.

On the other hand, the port is in the process of obtaining 80 acres of marine industrial land on the lower river where the dredging won't be so severe for future marine activities. We feel that we are preparing very well for what is coming up at this time.

FUNDING REQUIREMENT

Chairman HATFIELD. Let me review. We had $4 million in the continuing resolution for this project.

Mr. TERNYIK. Yes.

Chairman HATFIELD. And then in the jobs bill which we have just passed, we had another $8 million.

Mr. TERNYIK. Yes.

Chairman HATFIELD. So now that means that we have, what, $6 million left for the job?

Mr. TERNYIK. We have what, now?

Chairman HATFIELD. How much do we have left to complete the project? How much funding will be required to complete the project?

Mr. TERNYIK. The Corps estimate is $34 million.

Chairman HATFIELD. But I mean for 1984, what will be the full capability of 1984?

Mr. MURRAY. Excuse me, sir. I believe it would be about $18 million-plus.

Chairman HATFIELD. In other words, we have $12 million, if we add the $4 million in the continuing resolution and the $8 in the jobs bill, that is a total of $12 million.

Now, are you saying we need about $6 million more for full capability for 1984?

Mr. MURRAY. The Corps, Mr. Chairman, is indicating, as Mr. Ternyik indicated, some $13.6 million as a capability. However, I don't know that the Corps has the ability to spend that, and I don't think that a total capability was expressed at the time the jobs bill funding was allocated, sir.

Chairman HATFIELD. That would only mean about another million, then, in order to meet the full capability of 1984 of $13.6 million; do I understand that is the figure? I am trying to get the total figure of 1984 capability, and I am trying to add this and that and come up with whatever.

We have $12 million assigned to the project as of now?

Mr. MURRAY. Yes, sir.

Chairman HATFIELD. How much more or how much additional money will be required for orderly construction in 1984, to get to full capability for the project?

Mr. MURRAY. Prior to the allocation?

Chairman HATFIELD. Or you can provide it for the record if you don't have the figure.

Mr. MURRAY. I don't have the figure other than the figure that has been produced by the Corps of Engineers prior to the allocation of the $8 million.

Chairman HATFIELD. All right. We will work with the Corps, then—our information was an additional $6 million over the $12 million that has already been appropriated.

Mr. MURRAY. I believe it was, sir, yes.

Chairman HATFIELD. All right. We will work to get that full capability, our figure.

I guess Mr. Jud, you are next?

NEHALEM BAY JETTIES, OREGON

Mr. JUD. Thank you, Mr. Chairman. Again, it is a pleasure to be here.

My name is Stan Jud. I am the secretary of the Port of Nehalem, Tillamook County, Oreg. Here with me today is Commissioner Shane Knight from Tillamook County.

Our principal purpose in coming across the country to this hearing is to say, "Thank you."

For over 40 years, the Port of Nehalem tried to get the Corps of Engineers to maintain the jetties at the entrance to Nehalem Bay—jetties for which our small port district paid one-half the original cost in gold coin.

Four years ago, Commissioner Knight and I came before this committee for the first time to tell you our story and to ask your help. Your committee added the first funds to initiate that jetty reconstruction project which was completed last fall.

Already we have had a substantial upsurge in navigation traffic over the entrance since the jetties were under construction. We also have a major marine harbor and industrial complex under design and initial construction as well as expansion plans for four marinas on the bay.

We now need a designated channel in the bay and assistance in removing one relatively small shoal. We have already submitted a detailed report to the Corps of Engineers which we feel will adequately justify the channel work to make full use of the jetty reconstruction work completed.

Since the administration has not recommended any funding in the fiscal 1984 budget for small projects program not specifically authorized, we are asking that you consider adding funds for such projects to insure that the Corps continues our study which is now in progress under its section 107 authority.

If it had not been for the consideration and assistance of those of you sitting on this committee, our port facilities would be practically useless today.

Again, we say thank you for your assistance and thank you for restoring our confidence in the system of government that allows representatives of a small community such as ours to come before you with what, perhaps to you, is a minor matter but to us is a very large part of the future economic and social well being of our community.

Thank you.

Chairman HATFIELD. It is most unusual to have someone travel such a long distance to say, "Thank you."

I must say, that had it not been for the dedication and commitment of you, the local leaders, our jobs here would have been much more difficult. So, I want to thank you for your interest and hard work.

Mr. JUD. We feel it is important, sir.

Chairman HATFIELD. We are very grateful.

Mr. Jud, you mentioned the waterfront facilities that are in the planning stage. Assuming that your proposed channel deepening project is completed in a reasonable period of time, do you have any idea what the timetable might be for those planning the waterfront development outlined in your justification report?

Mr. JUD. Well, two projects above the shoal are in the permit process; the larger 40-acre project has already started construction on the upland portion, and they are in the permit process for the work that needs to be done in the estuary.

Chairman HATFIELD. I see.

Do you have any comments you want to add, Mr. Knight?

Mr. KNIGHT. I might say, Senator, that the people of Tillamook County, the Port of Nehalem, and Tillamook County and all of our constituents are most appreciative for the effort that you have given us in the restoration of our Nehalem jetties. We certainly hope that when we have the dedication of these jetties that you will find it possible to come and meet with us and enjoy the dedication.

Chairman HATFIELD. You better not set the date until we get together so I can be there.

Mr. KNIGHT. We will check with you.

Chairman HATFIELD. We will work with you on the section 107 problem and this matter on the shoal removal, too——

Mr. KNIGHT. We appreciate that very much.

Chairman HATFIELD [continuing]. If you have any problems on that.

[The statement follows:]

STATEMENT OF STANLEY A. JUD, SECRETARY, PORT OF NEHALEM, OREG.

Mr. Chairman, my name is Stanley Jud. I am secretary of the Port of Nehalem, Tillamook County, Oreg. With me here today is Tillamook County Commissioner F. E. (Shang) Knight.

Our principal purpose in coming across the country to this hearing is to say, "Thank you."

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If it had not been for the consideration and assistance of those of you sitting on this committee, our port facilities would be practically useless today.

Again, we say, "thank you" for your assistance; and thank you for restoring our confidence in a system of government that allows representatives of a small community such as ours to come before you with what, perhaps to you, is a minor matter, but, to us, is a large part of the future economic and social well-being of our community. Thank you.

ADDITIONAL PREPARED STATEMENTS

Mr. MURRAY. Realizing the cold that you do have, sir, and in keeping with your suggestion that oral testimony be kept to a minimum, I have done so. I have submitted three statements on behalf of the Ports of Umpaqua, Gold Beach, and Brookings, and I will not elaborate on them. They speak for themselves, and I know that you give such statements the usual scrutiny that you do and fairness and consideration. I will not bother you and take any further time, sir.

Chairman HATFIELD. Thank you very much. We will include that testimony in the record.

[The statements follow:]

STATEMENT OF WILLIAM KARCHER, PRESIDENT, PORT OF UMPQUA, OREG.

My Name is William Karcher. I am President of the Port of Umpqua, Oregon.

I am here to ask this Committee to add $212,000 to the $770,000 budgeted for maintenance dredging of the Umpqua River in fiscal 1984.

In fiscal 1982, the Corps of Engineers allocated $1,228,200 for maintenance dredging of this project. This increased amount was in keeping with the Corps' 3-phase plan of restoring the north jetty; extending the middle, or training jetty; and then dredging out the massive sand shoal that developed between the jetties.

While the training jetty is causing a natural scouring action alongside the extended portion, there is no way to remove the excessive sand shoal between the jetties without hopper dredging.

The waves breaking over the sand shoal between the jetties cause breakers and choppy water in the navigation channel, contributing to hazardous entrance crossings, particularly to the smaller vessels.

We appreciate the assistance of this Committee in the past, and again request your consideration for additional maintenance dredging funds. Thank you.

STATEMENT OF LEROY F. WRIGHT, CHAIRMAN, PORT OF BROOKINGS, OREG.

My name is Leroy Wright. I am Chairman of the Brookings Port Commission, the sponsor for improvements of the federal navigation project on the Chetco River.

The Port is requesting this Committee to add up to $4,000,000 for the initiation of construction of the authorized Chetco River jetty extension and channel deepening project (750-foot extension of the north jetty; 1250-foot extension of the south jetty; and a 2-foot deepening of the channel from 12 to 14 feet).

In fiscal 1981 the Corps allocated $250,000 for the advance engineering and design of this authorized improvement project. The Corps of Engineers General Design Memorandum for this project has been completed by the Portland District Office, except for one minor item to be resolved. This means the Corps is ready for a construction start.

The Corps has not indicated that it has any capability for the use of additional funds on the Chetco River project in fiscal 1984; however, we know from frequent visits to the Portland District Office that the Corps has no major new work projects scheduled to begin, and that the Chetco project could be undertaken as soon as initial construction funds are made available. On this basis we ask an addition of up to $4,000,000 to initiate construction of this project.

The estimated cost of construction of this project has more than doubled since the District Engineers' report was completed in February, 1976. The estimated federal cost then was $4,121,000. It is estimated now, in 1983, to be $8,250,000.

The Chetco River improvement project was forwarded to the Chairman of the Senate Committee on Environment and Public Works by Secretary of Army, Clifford L. Alexander, Jr., under a letter of November 30, 1978, in which the cost estimate was then $4,723,000. The construction start on this project has obviously been caught up on the Administration's proposed cost sharing requirements while construction costs have escalated dramatically.

We resprectrully request funding for the initiation of a construction start before the construction costs go beyond reason for a project of this size. Thank you.

STATEMENT OF EDWIN K. HIRTE, PRESIDENT, PORT OF GOLD BEACH, OREG.

My name is Edwin Hirte. I am President of the Port of Gold Beach, in Curry County, Oregon.

The Rogue River navigation project is in worse shape than it has ever been.

The severe storms of this past winter and spring has brought the largest sand bar ever between the entrance jetties, and the breakwater protecting harbor facilities without armor stone protection is deteriorating rapidly from wave action, high tides and extremely heavy rainfall.

The extent of storm damage during the first three months of this year is evidenced in the "Declaration Of State Of Disaster In Curry County, Oregon", by Executive Order of Oregon's Governor Atiyeh on March 28, 1983, just a little over a week ago.

In addition to the immediate problems at the Port, we are waiting for the final Corps of Engineers' General Investigation Report on the Rogue River navigation project which has been underway, off and on, since 1966, some 17 years.

We ask this Committee to add $90,000 to the Corps' fiscal 1984 budget to allow completion of the General Investigation Report.

We ask this Committee to add $237,000, the Corps' capability for additional funding, to the Administration's budgeted amount of $503,000 for maintenance dredging of the navigation channels.

We also ask this Committee to provide emergency funds, and direction, to the Corps for armoring the breakwater, a responsibility the Corps has accepted but has yet to complete in the more than 15-year period since its original breakwater washed away in the major flood of December, 1964, and was replaced by local interests.

The hazardous entrance of the Rogue River claimed another life this past September when a boat overturned on the bar.

The obviously deficient design of the jetty system at the mouth of the Rogue River, and the lack of adequate dredging of the entrance channels pose a hazard to navigation and monetary losses to the port-oriented community of Gold Beach that should bear prompt Congressional direction for remedial action by the Corps of Engineers.

Thank you.

EXECUTIVE ORDER NO. EO - 83 - 5

DECLARATION OF STATE OF DISASTER IN CURRY COUNTY, OREGON

During the period January 28, 1983 through March 14, 1983 and still continuing, the highway system in Curry County along the Oregon Coast has suffered severe damage from wave action, high tides and extremely heavy rainfall. The two contiguous counties in California, Del Norte and Humbolt, have been declared disaster areas, as a result of these severe storms.

On February 17, 1983, the Nesika Beach Section of the Oregon Coast Highway was washed away by extremely high wave action. This 4,000-foot washout forced a detour of traffic onto an adjacent county road. There are also 40 slides and many sunken sections of pavement resulting from the heavy rains along the Coast Highway in Southern Oregon.

On March 14, 1983, ten acres of land slipped away from the highway, causing the Oregon Coast Highway at Cape Ferrelo to sink. In addition, there are 15 houses sliding and listing on Paradise Point, Port Orford.

Tourism and lumber are two of Oregon's most important industries. Both depend heavily on use of the Oregon Coast Highway in Curry County.

Provisions have been made in Title 23, USC 125 for disasters befalling the states, such as has occurred in this instance, providing for immediate replacement of damaged roadways.

IT IS ORDERED AND DIRECTED:

An emergency disaster exists within the County of Curry as a result of wave action high tides and extremely heavy rainfall from January 28 through March 14, 1983, and consequent disruption of commerce and transportation within the county. The immediate construction of replacement highways is vital to the security, wellbeing and health of the citizens of the State of Oregon. The Secretary of Transportation of the United States is requested to concur in the declaration of this emergency. Additionally, it is my instruction to all state agencies, and my request of local and private agencies, that they cooperate in relieving the distress caused by this disaster. It is my request of Federal authorities that Federal agencies join in this effort and that other Federal resources be made available as necessary.

Done at Salem, Oregon, this 28th day of March, 1983.

Vic Atiyeh

GOVERNOR

ATTEST:

Norma Paulus

SECRETARY OF STATE

MAINTENANCE DREDGING REQUIREMENTS

Chairman HATFIELD. It will be very helpful.

Are the amounts budgeted for these projects sufficient to provide adequate channels for these two rivers in your judgment, as far as the Umpaqua and Gold Beach are concerned?

Mr. MURRAY. No, sir, not at all. The Umpaqua project some years ago required a massive amount of dredging and the Corps has phased a program in for dredging. It has yet to accomplish that dredging. On the Rogue River, for example, that navigation project is in its worst shape that it has ever been seen in.

If I might add one comment, sir. This year, in particular, for the first time in my history with the Corps of Engineers, we are finding it awfully difficult to obtain capabilities from the Corps of Engineers. They are now required in writing, something contrary to the freedom that we have always experienced in the past.

INCREASED COST SHARING ON NAVIGATION PROJECTS

Chairman HATFIELD. Mr. Murray, on the Chetco project, this project is a good example or test for the administration's cost-sharing proposals. While we wait for an authorization, the construction costs have escalated rather dramatically, I would assume.

Tell me, do the local sponsors, in your opinion, have the capability for cost sharing in the amounts that have apparently been set forth by the administration?

Mr. MURRAY. Not for the amounts that have been held up, Mr. Chairman. The port authority had and does have the amount of cost sharing that was recommended in the report prepared by the Corps of Engineers in 1976 and sent to the Senate Committee on Environmental Public Works in 1978.

However, the cost sharing that is being proposed or has been proposed by the administration in 1982 and talked about in 1983, that port authority or any other port authority on the part of the Oregon coastal ports does not have that capacity for new work, and without question, it does not have that capacity for maintenance as in the administration's suggested proposals.

Chairman HATFIELD. I knew the administration proposals certainly would be impossible to apply to these small coastal ports. But did I hear you say you included the current proposal on cost sharing?

Mr. MURRAY. Well, no, sir. I said the suggested proposals that are being bantered about in Washington prior to having been introduced in the Congress, the two that have been introduced in the Congress.

Chairman HATFIELD. Is there a cost-sharing formula or a possibility of some kind of a cost-sharing arrangement for new improvements and annual maintenance that small ports could live with?

Mr. MURRAY. I think the only cost sharing, Mr. Chairman, that would be at all considered feasible would be something along the line that is included in the bill that perhaps you and your colleagues have proposed. As for the bill that was introduced yesterday by Senators Stafford and Moynihan, I see no possibility for small ports to participate.

To elaborate just for a moment, a number of the small ports in our State are, for all practical purposes, broke. We have one port in particular, one of the larger of the small ports, so to speak, wherein one commissioner of some 24 years suggested it file a chapter 11 bankruptcy proceeding. We have other small port authorities that cannot pay their current bills, monthly bills now awaiting their tax on income July 1. To add a burden of any cost sharing on those ports, I think, would be almost an untenable situation for them. They do not have the tonnage on which to tax and income to meet cost sharing, sir.

Chairman HATFIELD. I hope I will have an opportunity to work with you on this because, as you know, for a number of years we have been working on a cost-sharing concept that could make it possible for the small, medium-sized, large ports all to survive, and what I consider the best defense against what is inevitable, a cost-sharing program. I think as you and I sit here today—it may not be this year, it may not be next year—but I think down the road, we are going to have a new cost-sharing policy determined by the Congress as it relates to ports and, therefore, it seems to me it is better to come up with a proposal that is fair and equitable, especially when we saw what this administration proposed as a cost-sharing policy some 2 years ago, which would have been devastating, not just to small ports, but to ports like Portland.

As you know, I have been working on a port program. We have some very broad-based support now, primarily an ad valorem tax rather than on a tonnage, because it seemed to me, again, the value of the cargo was more equitable in terms of determining whatever fee or tax there should be than purely a tonnage.

I think there is another bill that is coming in soon to the hopper primarily sponsored by the Senator from New York who wants to go back to the tonnage, obviously, as his port of New York. That would be an appealing kind of tax base, but I think we have broad-based support to hold to the ad valorem concept as against the tonnage.

Now, certainly, the proposal is not locked in concrete. It is a working draft that we have come up with which has a consensus working with ports from the gulf, from the Great Lakes, from the east coast, from the west coast, and from all over the country.

I know there are some who think that we will just resist any kind of cost sharing and we can hold that line for a year or two but I do not think much longer than a year or two. All you have to do is look at a vote that we had during consideration of the emergency jobs bill. We had a vote that was raised as an amendment to my jobs bill and I was carrying it on the floor. This was known as the Moynihan-Chafee amendment. Basically, what they were attempting to do was to reduce the water resources funding that had been included in the jobs bill by some $200 million. Now, this was not a head-on question of cost sharing, but it was an indication of the Senate's support for water resource development. We were losing this, and finally, with some hard work, we finally won by a vote of 45 to 51. That was after some of our friends we were able to pursuade turned their vote around.

All I am saying is that that is a fairly good indication of what is coming, what is down the road, what is coming down the track. As I say, I know that some of my colleagues and others think that we can just sort of put our feet in the sod and say, "No, this is not going to happen." But this vote was quite interesting. The committee had a hearing several days after that vote with witnesses from some of the States and areas whose Senators had voted to cut the funds for water development: Delaware, Philadelphia, New Jersey. So I said to those gentlemen, "Now, tell me, you say there is a lot of support for your projects that you are here testifying about." And I pulled this out, and here their Senators were right down the line voting to cut funding for the same activities that these representatives were in here trying to get us to appropriate additional money for. It is difficult for me to sign off on some of these bills when you go out on the floor and you find that your own people do not support them. Obviously, they had not done their homework.

But I then talked to some of my colleagues and indicated that, some of their port people are going to be in to see them at my urging because of their vote on the jobs bill.

And they said, "Oh, well, they always want money." Unless we can come up with some kind of equitable and meaningful cost-sharing alternatives to what has been floating around up to this point, we are headed for some deep trouble.

Mr. Murray. I understand, sir, the trouble that is coming down the track, and I think I recall, too, that when you, yourself, became involved in the dredging program in the preservation of competition between dredging, there was a digging down into the well, and there was a groundswell of support for what is fair and equitable, which is precisely what you have proposed in the past. I suspect that would come along on that particular track as traffic.

Chairman HATFIELD. Maybe we will have to develop a two-tiered or three-tiered—some kind of a tier system where ports of a certain size fit within a certain formula. I do not know if you want to get into that kind of a complexity, but I just think today when ports of this country can assume the Federal Government is going to continue to provide the development and the maintenance, all of those costs without some kind of a local contribution, I think that day is now coming to an end.

Mr. MURRAY. I agree with you, sir, but I would also wave a flag of caution that there is an ability to pay, and as the gentleman who sits to my left would know as well as anyone and others in all of the smaller ports in the United States, many of them do not have the ability to pay. That, I believe, is where the fairness and equity would evolve in ad valorem tax that would be spread throughout all of the ports in the United States and then disbursed on a fair and equitable basis, too.

Chairman HATFIELD. And the Federal Government would still provide the up-front funding for the developments,—that is another key issue in this cost-sharing question. Because I know a lot of the small ports have a very, very narrow base and, therefore, they could not provide for that lump sum up front for the project.

Certainly, in the long-term amortization of that and the payout on an ad valorem tax, it seems, at least, an equitable approach if we can put it into the right configuration.

Well, thank you very much.

Mr. MURRAY. Thank you very much, Senator. Good to see you back, sir.

ELK CREEK LAKE PROJECT, OREGON

STATEMENT OF GERALD LATHAM, CHAIRMAN, ROGUE BASIN FLOOD CONTROL AND WATER RESOURCES ASSOCIATION

ACCOMPANIED BY:
- MARTIN G. BAUER, VICE CHAIRMAN
- DENNIS HOFFBUHR, TREASURER
- ANNE BASKER, EXECUTIVE BOARD

Chairman HATFIELD. Mr. Gerald Latham, chairman of the Rogue Basin Flood Control and Water Resources Association.

Mr. LATHAM. Good morning, Senator. It is a pleasure to be here again today. We would like to introduce Anne Basker on the executive board; Dennis Hoffbuhr, who is the treasurer; and Marty Bauer, who is our vice president.

Chairman HATFIELD. Happy to have you here.

Mr. LATHAM. Marty will give the testimony this morning.

Mr. BAUER. Mr. Chairman, we appreciate the opportunity once again to appear before you on behalf of the citizens of the Rogue basin. We appear today to request $18 million be included in the budget for the third phase of the Rogue River basin project; namely, the Milk Creek Dam. As you know, the Rogue basin project was authorized by Congress in 1962 as a three-part project, and two of those projects have been completed. I am happy to report that the people of the basin are enjoying the benefits of those projects. They have been enjoying considerable flood control, and we are certainly happy about the environmental improvement that the projects have provided in our river system.

The whole project—planning for the project started when I was 9 years old, and you can see by taking a close look at me that I have lost most of my hair during the planning process. [Laughter.]

What we would like to be able to do now is try to conclude that and get this project back on line. The Elk Creek project was scheduled for construction in 1975. At that time, some legitimate concerns about the environmental impacts of that project were raised. The people of the area felt that it was necessary to do some additional study, particularly in the area of collecting operating data from the other two projects—Lost Creek and Applegate Lakes—to see whether or not the concerns for possible environmental degradation were valid. We have had that data for some time now. We know that the concerns were not valid. The project is very sound environmentally.

Unfortunately, we fell out of the pipeline in 1975 and we are trying to get back in. In that regard, we think this project has some rather unique features as far as economics are concerned and specifically those economics in the local area. We are in a position now to be able to put the main dam contract out for bid in August 1983 if funds are appropriated for fiscal 1984. As far as the economy of the Rogue Valley is concerned, the project start would not come at a more appropriate time. Rogue Valley unemployment rates have run at the rates of 15 and 16 percent throughout 1982, and this particular project would add somewhere in the range of 300 to 400 jobs for about a 4-year period.

These are jobs which, of course, would be relatively high paying and would make a significant impact on the local economy.

There are a number of other benefits that would accrue from the Elk Creek project, specifically, that we would like to briefly touch on. We have provided written testimony that goes into more detail, but we would like to touch on them and to emphasize them this morning. We recently received, and very recently, just before leaving, received some data from biologists who are with the Oregon State Fish and Wildlife Department, who have been doing considerable research on the Rogue system.

They indicate that we have some very favorable developments occurring which they attribute to the ability to release water from the two existing projects, Lost Creek and Applegate.

One of the points which they make is that in analyzing the survival rates of fish from six different Oregon rivers, hatchery-bred fish, that the survival rate of fish coming out of the Rogue system is running up to seven times greater than that out of other Oregon rivers.

They also point out that this is very significant, particularly in the regard to the chinook salmon production that is occurring within the Rogue. They inform us—and they feel very confident about these numbers—that the Rogue is actually providing 20 percent of the northern California offshore catch for chinook, and it is providing 48 percent of the offshore catch in Oregon for chinook salmon. They feel very strongly that by being able to use the projects for releases at very specific times that they are going to be able to increase that production, both for the offshore fishery and for the fishery within the river itself.

We would like to point out that while we have had the four water releases for the last few years, it is because we have had very adequate supplies during the winter months proceeding. We would also note there are times when we do not have very adequate supplies and, without Elk Creek, we will not be able to maximize the potential fishery benefits within the river.

We would also like to stress that the additional time that we have had to plan has allowed the Corps of Engineers to take a look at a different method of construction from the one originally proposed for the project. They are now proposing to use a roller-compacted construction method as was used on the Willow Creek Dam. This outside estimate is very conservative: That at least $10 million worth of savings will occur because of the use of the roller-compacted method.

In addition to that, we feel if we could go to bid right now, the favorable conditions of the competitive nature of the construction business might allow us to save an additional $10 to $20 million. These figures are not reflected in current estimates of the project cost.

We would also like to point out that with the additional time that we have had, we have been able to redesign the project to provide for a conduit for future power generation. We know that it will not be terribly long before the country in the Pacific Northwest is looking for additional opportunities to generate relatively inexpensive power.

I guess the bottom line on the entire project is the fact that the major problem that it sets out to solve—flooding—has not been entirely solved, and this last winter is a good indication of how significant our problem is. The Rogue system has flooded five different times during this last winter. We are happy to report that three of those periods were contained by the existing projects.

Two of them were not, and the Corps of Engineers estimates that those two other times when we exceeded the flood stage could have been contained had Elk Creek been in place. I can tell you that in my own personal experience, I had over 12 feet of water on the property which I am farming.

Once again, we would like to thank you for the opportunity to appear, and we would be more than happy to answer any questions which you may have on the project.

Chairman HATFIELD. Does anyone else wish to make a comment?

Mr. BAUER. Excuse me, Senator. I am told I made an incorrect statement. The main dam contract could go to bid in 1983. I am afraid I said 1984.

PROJECT SUPPORT AND FEASIBILITY

Chairman HATFIELD. As you know, I have supported all three elements of the Rogue basin project including the Elk Creek Dam, and as you have indicated, we now have Applegate and Lost Creek completed. I doubt if anyone would do other than agree that they have been a tremendous benefit to the region.

Last year I added $5 million for the construction of Elk Creek Dam here in the committee.

The House did not add similar money, as you know, and the administration's interpretation of the continuing resolution excluded the allocation of money for Elk Creek construction.

I mention this little history because I perceive within the administration, the executive branch, that there is an erosion of enthusiasm or support for the project. As you know, we had a critical report from the GAO on the project; then Assistant Secretary Gianelli called for a reanalysis of the project before any resumption of construction could occur. The latest information I have is there has been little progress on the reanalysis; certainly no funding for Elk Creek has been requested in the 1984 budget.

And now I get additional information that is rather disturbing, and that is there is even some slippage of support by the local Corps people. I think we have to be very realistic, and that is, it would be impossible to overcome all this opposition on the part of the Corps of Engineers and the executive branch.

I have a lot of battles going on up here, as you know, with a number of programs that I am committed to—the new navigation lock at

Bonneville Dam and a few other projects—and I have to pick and select those battles that I really want to wage, and I do not like to wage battles when the flanks are pulling out.

I am only raising these questions with you, not as any indication of my lack of interest or support for the project, but to encourage you, as the local sponsors, in the strongest terms possible, to increase your efforts with officials at OMB, the Assistant Secretary of the Army's office, and the Corps in order to educate them to the need and the benefits of this project. Right now, the project is certainly in balance. Over the years, without sounding boastful, I have personally kept the project alive; at least on the back burner.

I do not know how much longer that can continue with these growing forces in opposition to the project, or who at least appear to be less than enthusiastic for the project. I am told that in this reanalysis, given the increasing costs, that the economics may not come out to unity in terms of the three-dam system. We know what happens when you look at Elk Creek on its own. But as I said, I understand there is the possibility the benefit-cost analysis for the three-dam system may slip below unity.

Mr. LATHAM. Excuse me. Senator, we are happy you brought up this point, because we met with Assistant Secretary Gianelli yesterday, and you are right. It is a case of education. As administrations have changed, we find there is a continuing need to bring new people up to speed. Last year, we were concerned about not only seeing the budgets, but we were happy to try to reduce expenditures, because the Corps had not finished the planning. You did get $1.3 million in 1983 for the Corps to finish their planning and designing. We had hoped that some funding could have been provided in the jobs bill, but that was unsuccessful. We did not meet with OMB. They feel that they at Elk Creek are not involved in our project. We think we have straightened that out now, so we think we have people to walk along the trail with you.

Chairman HATFIELD. Do I understand that you think you have Mr. Gianelli straightened out?

Mr. LATHAM. We have a better understanding. We have a popular Representative of Oregon contending that he can support the project. The Northwest Pacific Division of the Corps has supported the project. We were not able to attend the Northwest water meeting yesterday morning, and Assistant Secretary Gianelli spoke, and he said he was only referring to cost sharing on these projects which were started in 1973 and forward. In a project which is authorized, he did not know they intended to change the formulation of this. This was real gratifying, of course. He did not understand some of the background on this project. We tried to press that on him, and we are going to supply him with more information, and we will supply your office with that, too.

Mr. BAUER. Senator, we would certainly agree with you that we have been remiss in educating the people in the various agencies involved in the project. We think that we have made substantial inroads in that area in the time that we have been here in correcting some of these things.

The GAO report which you made reference to, we feel, has not been adequately answered by us or by others, and that it is a very limited report at best and admits its own inadequacies. We intend to continue our efforts to answer some of the points that it raises.

So, we are confident at this point that the tide may have turned in the other direction.

Chairman HATFIELD. Mr. Hoffbuhr, is the State's position solid on this project?

Mr. HOFFBUHR. Mr. Chairman, yes, it is. In fact, I believe there are representatives of the State here to present testimony on behalf of Elk Creek and other projects.

Chairman HATFIELD. I will have to check with the other member of the family on that.

Mr. HOFFBUHR. Thank you.

Ms. BASKER. We continue, Senator, to also have the support of the Governor and the Water Policy Review Board and other elected officials.

Chairman HATFIELD. Do you have an initiative pending at the local level or another referendum on the project?

Ms. BASKER. We think that is probably not a possibility.

Chairman HATFIELD. What was the vote on the last one?

Ms. BASKER. Two to one in support of the project.

Chairman HATFIELD. Two to one. You do not see any pitfalls at the moment that we should be aware of?

Mr. LATHAM. We do not see any. Applegate Lake has been constructed.

Ms. BASKER. And we have the support of the Congressman in the district in which the project is located.

Chairman HATFIELD. The new Congressman?

Ms. BASKER. That is right.

Mr. BAUER. There was some concern expressed earlier about the possible confusion regarding the project and one of the State agencies. That particular problem has been alleviated.

Chairman HATFIELD. That particular area has been redistricted, has it not, so you now have a different Congressman?

Ms. BASKER. Yes, sir, we have Congressman Smith, who supports the project. Both Congressmen do support the project.

Chairman HATFIELD. Thank you very much for your testimony.

Mr. BAUER. Thank you.

[The statement follows:]

STATEMENT OF GERALD T. LATHAM, CHAIRMAN, ROGUE BASIN FLOOD CONTROL AND WATER RESOURCES ASSOCIATION

We appreciate the honor of appearing before you in support of 1984 funding for the final phase of the Rogue River Basin Project in Southern Oregon.

In 1962, under PL87-874 Congress authorized the Rogue Basin Project which was to include three multi-purpose dams. Of these, Lost Creek Dam was dedicated in June 1977; Applegate Dam was dedicated in May 1981.

The final component, Elk Creek Dam, has not been constructed, although $10,448,000 were spent on it from 1962 through 1982 in anticipation of main dam funding. This money was spent for land acquisition, gravel stockpiling, planning and design, and preliminary road construction. At least $1,300,000 will be spent in 1983 on final planning.

For 1984, we request $18,000,000 be appropriated to be used for the following:

Main Dam Construction	$13,200,000
Relocation of County Road	3,200,000
Engineering and Design	500,000
Supervision and Administration	900,000
Miscellaneous	200,000
Total Funds Requested for 1984	$18,000,000

Estimated total cost to complete the Elk Creek Project, including the $18,000,000 1984 request is $126,000,000.

Because of some selected interpretations of a 1982 Government Accounting Office study of the Elk Creek Project, doubt has been cast on its economic feasibility. The G.A.O. study clearly states its own inadequacy - it states that many of the economic factors of the project have changed since its initial planning was done - and those changes have been both positive and negative. The study concludes that a piecemeal approach to reanalysis proves nothing, and it admits to using a piecemeal approach.

The following are examples of economic changes which have occurred since the original benefit-cost studies were completed:

1. A major whitewater rafting industry employing guides, outfitters, and equipment manufacturing has reached substantial proportions. However, whitewater rafting was not even considered in the original studies. In 1982, 73.1 rafts per day used the upper Rogue; from June to September approximately 10,000 people floated the lower Rogue.

2. The value of private property protected from flooding by the dams has greatly exceeded the original projections.

3. Unemployment in the area was 16% in January 1983, and 13.9% for February 1983.

4. Research shows considerable positive benefits for the Rogue and Applegate, as well as the off-shore fishery, caused by water enhancement provided by the project. Biologists believe still more fisheries' water is needed, especially to aid the wild runs of fall Chinook salmon, a major game and commercial species. Summer Steelhead runs are the largest since 1946.

5. Construction savings:

   A. Use of a roller/compacted concrete embankment is expected to save $10,000,000 over the previously planned earthen dam.

   B. The revised plans call for the installation of a conduit for future power generation - no power generation was included in the original benefit-cost analyses.

   C. An estimated savings of $17,000,000 over original estimates is expected to accrue from more detailed plans and more competitive bidding among contractors.

6. FLOOD CONTROL. To date, the two completed dams have been used more often for flood control than originally anticipated. Some meteorologists believe the historical storm patterns of the West Coast are changing, as evidenced by the last several years' problems in California. Rogue Basin flood control may become even more critical. This winter, the Rogue Basin system exceeded flood stage two times. This would not have occurred if Elk Creek Dam had been in place. In addition, the completed dams, Lost Creek and Applegate, prevented flooding on three other occasions.

The Rogue Basin Project is approximately 70% complete, and with your favorable consideration for 1984 funding, the final phase, the Elk Creek Project, can be completed in 1987. This will come at a time when the Southern Oregon economy is critically in need of help. Construction of Elk Creek Dam will go a long way toward maximizing the conservation of the water-related resources of one of this country's greatest assets, the Rogue River Basin. The people of the Rogue Basin request your favorable consideration.

Once again, we thank you for the opportunity to appear before you.

Rogue River Project Pertinent Data

Feature	Unit	Lost Creek	Elk Creek	Applegate
Stream		Rogue River	Elk Creek	Applegate River
County, State		Jackson, Oregon	Jackson, Oregon	Jackson, Oregon
Dam location		Sec 26, 27 & 34 T33S, R1E, WM	Sec. 19, 20, 29 & 30 T33S, R1E, WM	Sec. 25 T40S, R4W, WM
River mile above mouth	mile	153.6	1.7	45.7
Drainage area	sq. mi.	674	132	223
Airline distance from Medford	mile	26 north	26.5 north	23.0 southwest
Airline distance from Portland	mile	205 south	205 south	255 south
Usable storage	acre-feet	315,000	95,000	75,000
Inactive storage	acre-feet	120,000	5,750	6,990
Dead storage	acre-feet	30,000	250	10
Total storage	acre-feet	465,000	101,000	82,000
Elevation-maximum (full) pool	feet, msl	1,872	1,726	1,987
Elevation-minimum flood control pool	feet, msl	1,812	1,665	1,889
Elevation-minimum conservation pool	feet, msl	1,751	1,581	1,854
Area-maximum pool	acre	3,430	1,290	988
Area-maximum flood control pool	acre	2,580	710	360
Area-minimum conservation pool	acre	1,820	200	205
Length-reservoir	mile	10	6.2	4.6
Elevation-top of dam	feet, msl	1,882	1,733	1,994
Length of dam	feet	3,750	2,685 (2580)*	1,300
Maximum height-riverbed to top of dam	feet	327	249	242
Embankment volume	cu. yds.	10,800,000	4,300,000 (100,000)*	3,000,000
Concrete volume	cu. yds.	110,000	63,000 (1,158,000)*	86,000
Spillway control gates (Tainter)	number	3	2	2
Spillway design discharge	c.f.s.	158,000	57,900	93,800
Outlet works		Multiple-use Intake Tower, Outlet Tunnel, Flip Bucket	Multiple-use Intake Tower, Outlet Conduit Flip Bucket	Multiple-use Intake Tower, Cut & Cover Outlet Conduit, Flip Bucket
Outlet capacity at maximum & full pool	c.f.s.	11,500	6,000	6,100
Outlet slide gates (oper & emerg) number	(sets)	2	2	2
Outlet temperature control (various elevations)		Multiple level intake	Multiple level intake	Multiple level intake
Power	kW	49,000	None	None
Project cost (estimate)		$135,863,000	$126,000,000	$91,281,000
Cost to Date (30 Sep. 1982)		$135,339,1000	$10,448,000	$90,303,000

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* Roller compacted concrete dam being designed in lieu of embankment dam.

Estimated savings about $10,000,000 over an embankment structure and an additional $17,000,000 due to more detailed design and reassessment of price indexing.

OREGON WATER RESOURCE DEVELOPMENT PROJECTS

STATEMENT OF JACK HOFFBUHR, VICE CHAIRMAN, OREGON STATE DEPARTMENT OF WATER RESOURCES

ACCOMPANIED BY CHRIS WHEELER, DEPUTY DIRECTOR

Chairman HATFIELD. Mr. Jack Hoffbuhr of the Oregon State Department of Water Resources.

Mr. HOFFBUHR. And Mr. Chris Wheeler, who is our deputy director, as well.

Chairman HATFIELD. I am happy to welcome both of you gentlemen here.

Mr. HOFFBUHR. Good morning, Senator.

I am John Hoffbuhr representing the State of Oregon and Governor Atiyeh. I have with me Chris Wheeler, who is the deputy director of the water resources department. We have compiled a list that has been reviewed by the Water Policy Review Board and the staff of the water resources department.

ELK CREEK LAKE, OREG.

Most of the funding that is requested for continuation of ongoing projects—there are a few exceptions, but the bulk of them, I am sure, are projects that you are familiar with. In answer to your question to the last group that was up here from the Rogue basin, we are requesting $15 million to initiate construction of Elk Creek Dam which, you will recall, did not receive the action of the Water Policy Review Board in 1975 in view of the State support of the project until more information could be determined.

In 1983, the Board renewed their support by a vote of 5 to 2, and so we are in favor of the project, and we would request some money to initiate construction.

We are also requesting $2.94 million to complete the Willow Creek project. We have several Bureau of Reclamation projects, and we request funding for investigation of many of the river basins listed as John Day and the Coquille. We are also very anxious to see and request funding for the Soil Conservation Service and the U.S. Geological Survey. As you know, State funding has been cut back drastically and we have a definite ground water problem in the State of Oregon at the present time in addition to surface water over appropriations of the creeks and streams.

We actually rely very heavily on these two Federal agencies for the technical information.

The need is definite for more new survey stations under the SNOWTEL program, the automated program that uses the satellite. We are also very anxious to get more automated controls on the gauging stations of the streams and rivers which the need for that information is tremendous.

So with that, Senator, I would be glad to answer any question you have. Any that I can't answer, I'm sure that Mr. Wheeler can.

Chairman HATFIELD. Mr. Wheeler can? Just one minute, please. [Pause.]

How many years has it been, Mr. Wheeler, that we have been associated on matters of this kind?

Mr. WHEELER. Mr. Chairman, it has been about 30 years that we have been associated with matters of this kind.

Chairman HATFIELD. You have gotten a little grayer. [Laughter.]

Mr. WHEELER. Yes, Mr. Chairman, I have. When we first started, I think that I was the darkest haired one, but it is obvious that——

Chairman HATFIELD. Now, I am catching up. [Laughter.]

Mr. WHEELER [continuing]. You are starting to catch up again.

Chairman HATFIELD. Do you have any matters you wish to add to Mr. Hoffbuhr's statement, Mr. Wheeler?

Mr. WHEELER. I don't believe so, unless you have some questions. I would emphasize a little bit more, in fact, Oregon had a real tough situation on the economy and reduced financing. As a result, the cooperative program of the Geological Survey for water data collection and analysis which the State of Oregon has paid on the cooperative program, half of that program was in place for many, many years.

We did have to cut back on that, and that has caused some additional losses that it is unfortunate that had to occur.

Anything that you could do to make sure that those losses don't get more serious would certainly be appreciated—that is basic data that everybody needs to make the right decisions on.

Chairman HATFIELD. As you know, the last major construction authorization bill we have had from the authorizing committee was in 1970.

Mr. WHEELER. Right.

Chairman HATFIELD. Thirteen years ago, and it would be very helpful on the matter of the second powerhouse at McNary and the navigation lock at Bonneville if you might, while you are here, visit with members of that authorizing committee.

Again, it does not appear to be an insurmountable obstacle, but it certainly does create a major obstacle to work around, the matter of not having a project authorized.

We do not like to go the appropriation route. It is not a good procedure, not only from the standpoint of the authorizing committee, but from the standpoint of the appropriations process. We have done it, and we will probably do it again, but it is not one of those things that I, frankly, relish doing, only under the most serious and extreme case would we consider doing it.

But I do think that the failure of the authorizing committee to take any action of significance in 13 years almost forces the action to be taken elsewhere. I am hopeful that we can get them back into a traditional role. I think to some degree, the cost-sharing issue has contributed to part of this problem, and if we can come up with a satisfactory arrangement for cost sharing on port deepenings, it may reduce some of the problems. I don't know, but I would hope that you perhaps have an opportunity to visit with some of the authorizing committee people on these projects that you are interested in.

I am certainly persuaded and I am very supportive of these projects. But, there is just so much can be done within the framework of our appropriations procedures.

Even when all the procedures are working well, there just isn't sufficient moneys to cover all these programs, and then when you have a procedural problem on top of the fiscal problem, it makes it even more difficult.

I know you are aware of all this, but I would just urge you to consider the possibility of visiting the authorizing committees.

Mr. WHEELER. Mr. Chairman, we very much appreciate, and as you are aware, we do support, the State does, and we will see if we can't try to show that support at the appropriate places. We certainly recognize what you have just stated about going through the procedural problem, as well as the others, and are appreciative of everything that you have done on this behalf, too.

Mr. HOFFBUHR. That is right, because on behalf of the people from the State of Oregon, we certainly appreciate all that you have done to further the development of the water resources of the State.

Chairman HATFIELD. I am thoroughly committed to it, and I appreciate the support that the two of you have given me over the years. What little I have learned about Oregon water resources, I have learned from you folks.

Thank you very much for your appearance this morning.

Mr. WHEELER. Thank you.

[The statement follows:]

STATEMENT OF JACK HOFFBUHR, VICE CHAIRMAN, WATER POLICY REVIEW BOARD OF OREGON

My name is Jack Hoffbuhr and I am appearing before this committee as a representative of Governor Atiyeh and the Water Policy Review Board of Oregon.

The board is charged by law with the formulation of integrated, coordinated programs for the use and control of the water resources of the State. Its statutory authority includes the preparation and submission of information and recommendations on proposals affecting water resources to governmental agencies and the Congress of the United States.

The fiscal year 1984 budget contains many water resource projects and programs of importance to Oregon. Most of the budget items represent continuations of existing programs, studies, or construction activities. In particular, the favorable consideration by the committee for funding for the following projects and programs necessary to further water resource development is recommended:

CORPS OF ENGINEERS

	Budgeted amount
McNary Dam second powerhouse (general investigation) to continue design for installation of additional generators at the existing dam	$1,500,000
McNary additional operations (general investigation) to continue studies of operations to expand uses served by the project	155,000
Basin hydro reconnaissance (general investigation) to conduct reconnaissance studies of potential hydroelectric projects on the North Pacific Division	100,000
System plan studies to review project operation and work plans in terms of current and potential requirements and demands	600,000
Columbia River coal export channel (general investigation) to investigate alternative for a navigation channel near Astoria, Oreg	830,000

Coquille River and bar (general investigation) to study the feasibility of deepening the navigation channel in the Coquille River	148,000
Willow Creek Lake (construction). to complete construction of project facilities	2,944,000
Lower Snake River (construction) to construct hatcheries and facilities for fish and wildlife as part of the compensation program for the Lower Snake River projects	18,700,000
Bonneville second powerhouse (construction) to continue construction of the powerhouse and relocation of fish facilities at Bonneville Dam	18,500,000
John Day lock and dam (construction) to initiate construction of fish bypass facilities at John Day Dam	4,500,000
Willamette River bank protection (construction) to continue the program to control bank erosion and improve flood control	700,000
Lower Columbia River bank protection (construction) to continue the program to control bank erosion and improve flood control	2,000,000

In addition to these items, Oregon recommends the committee's consideration of the following Corps of Engineers projects not included in the budget:

Bonneville navigation lock (general investigation) to continue investigations for improved navigation facilities at Bonneville Dam	$1,600,000
Elk Creek Dam to initiate construction of the authorized water storage project on Elk Creek	15,000,000

The navigation lock at Bonneville Dam is one of the smallest on the Columbia River. Improvements would substantially aid navigation and river traffic. Elk Creek Dam is the final element of the Rogue basin project authorized in 1962. This multipurpose impoundment will provide flood control and water storage for future needs in the Rogue basin.

The board further recommends that funding for the following items be deferred:

John Day reconnaissance (general investigation) to study possible water projects in the John Day basin	$140,000
Mill City diversion (general investigation) to conduct detailed engineering studies for a potential hydroelectric on the north Santiam River	120,000

Initial assessments on the John Day basin have not resulted in the identification of a feasible project under current criteria. Further studies may duplicate ongoing Bureau of Reclamation activities in the basin. The proposed study on the north Santiam River appears to duplicate studies now underway by the Eugene Water and Electric Board. Oregon believes Federal funding for both projects could be more effectively utilized for other areas or sites not presently under investigation.

BUREAU OF RECLAMATION

Favorable consideration of the following budget items is recommended:

Grants Pass division (feasibility investigation) to continue study and local coordination for improved fish passage at Savage Rapids Dam	$5,000
Umatilla basin project (feasibility investigation) to continue study of potential multipurpose solutions for basin water problems and needs	260,000
Upper John Day project (feasibility investigation) to continue investigation of water development opportunities at feasible project sites	150,000
Environmental and interagency coordination (special investigation) to continue coordination with State, Federal, and local agencies in water resources planning and technical studies	370,000
Farmer's Irrigation District (special investigation) to continue studies to reduce water losses and increase efficiency in the existing distribution system	215,000
Work on completed investigations (special investigation) to allow capability to respond to issues raised in interagency reviews	10,000
Technical State assistance (special investigation) to continue programs for State assistance in water resources planning and management	150,000
Tualatin project (construction) to complete road repair and modification of the intake channel	1,150,000

Klamath project (construction) to allow construction of subsurface drains and operating improvements	3,004,000

The board also recommends congressional authorization for the investigation of the Siletz River basin project involving storage on Big Rock Creek, as provided in S. 622. The recently completed appraisal study for this project clearly demonstrated the feasibility for a multipurpose project to help meet municipal and industrial demands, augment summer flows for anadromous fish enhancement, and provide supplemental irrigation water supplies.

SOIL CONSERVATION SERVICE

Favorable consideration is recommended for the following projects of the Soil Conservation Service:

Grand Prairie (construction) to complete construction of flood relief measures near Albany, Oreg	$330,000
Wolf Creek (construction) to construct an irrigation distribution system at the nearly completed project	460,000

Oregon strongly supports funding to continue the other programs of the Soil Conservation Service. The technical services program has reduced water usage and contributed to improved water management. The snow survey and water forecasting activities are utilized by both users and water management agencies. We understand that funding for Public Law 566 projects was included in the recently passed jobs bill. Expeditious action on the Calapooya project in Douglas County now before Congress would aid the realization of this needed multipurpose project.

Existing cooperative programs under the U.S. Geological Survey for data collection and resource study have been essential in the evaluation of surface and groundwater supplies. Basic data collection supports not only forecasting which aids numerous user interests, but also identification and assessment of water development options. Continued congressional support for these programs and the automation of stream gaging and snow course stations to improve data retrieved capabilities is strongly recommended.

The listed budget figures represent minimum amounts that should be appropriated for the various specific projects. We hope the Congress will be able to provide funds in keeping with the respective agency capabilities for those projects and programs.

We are grateful for the opportunity to present this information.

Thank you.

Pacific Northwest Water Resource Projects

STATEMENT OF STEVE LINDSTROM, EXECUTIVE VICE PRESIDENT, PACIFIC NORTHWEST WATERWAYS ASSOCIATION

Chairman Hatfield. Mr. Steve Lindstrom, executive vice president of the Pacific Northwest Waterways Association.

Mr. Lindstrom. Good morning, Mr. Chairman.

I am Steve Lindstrom, executive vice president of the Pacific Northwest Waterways Association. I would preface these remarks by mentioning how delighted I am to see you and appear before you, but after watching you suffer for the last hour or so, I am not feeling so well myself.

Chairman Hatfield. I hope I haven't extended the germs that far.

Mr. Lindstrom. Our association appreciates the opportunity and privilege to appear before you and express our views. Right off the bat, I want to thank you for your continued interest and support of the objectives of our organization, many of which have already been spoken to today.

I have a short series of summaries, if you would, in the way of oral testimony, and I have submitted a detailed statement for the record.

CORPS OF ENGINEERS ACTIVITIES

Our first comment provides strong support for the budget of the North Pacific Division of the Corps of Engineers. Their request for $228,991,000 provides 36 percent for construction, 61 percent for operation and maintenance, and 3 percent for general investigations.

The operation and maintenance emphasis in that budget is extremely essential in our opinion, especially as it relates to the dredging and other operations and maintenance of our ports, harbors, and coastal waters. In addition, I would express specific concerns about continuing cleanup in the wake of the Mount St. Helens disaster. Not only do we need continued cleanup, but we need to prevent further damage and establish a game plan for future handling of any subsequent disaster-level happenings.

In addition, we support and provide documentation for the funding of additional capabilities of $905,000 in general investigations for the Columbia River and tributaries and the upper Snake River and tributaries studies; $2.4 million additional for the continuation of planning and engineering at the Bonneville navigation lock; and $39 million additional for the construction at the mouth of the Columbia, Snettisham, and Elk Creek projects.

Further, we request that $1.5 million be appropriated for completion of preconstruction planning at McNary Second Powerhouse, as well as $830,000 for continued review of the coal export channel study at the mouth of the Columbia River.

Details are provided in appendix 1.

BUREAU OF RECLAMATION ACTIVITIES

Our second comment supports the budget request for the Pacific Northwest region of the Bureau of Reclamation. Their project operations and maintenance, general investigations, continuing construction efforts, new construction, and reclamation loans programs all deserve your attention and support in the Montana, Idaho, Washington, and Oregon areas. Those interests are detailed in appendix 2.

BONNEVILLE POWER ADMINISTRATION ACTIVITIES

Our third comment notes that the budget of the Bonneville Power Administration deserves your support and close monitoring. Continued recessionary trends in the Northwest region, combined with an energy surplus and new requirements imposed on the region and BPA by the Regional Power Act, will make it difficult to remain on an even keel. Your interest and guidance is essential to insure that operational flexibility, fiscal integrity, and treatment of customers in a fair and equitable manner is maintained.

We must not let short-term stumbling blocks permanently divert our attention from the long-range responsibilities of BPA to provide a stable, reasonably priced supply of energy while, at the same time, helping nurture a healthy economic future in a balanced, high-quality, and sustainable environment.

CONTINUING AUTHORITIES PROGRAM

Our fourth comment carries an urgent request that you replenish moneys to the section 107 fund. A number of essential projects have languished because of the shortage of money in that fund. We understand that provisions in the jobs bill may have to squash this urgency this year, and if that is the case, then we certainly thank you. However, I think attention deserves to be paid to the section 107 projects in the traditional sense.

Our fifth comment asks that your committee report carry language which urges the Congress and administration to join you in support of raising the ceiling for section 107 project involvement from $2 million to at least $5 million in order to more accurately reflect the cost of the small projects in this decade and to permit the flexibility originally intended to be granted the Corps of Engineers in evaluating the construction of those projects.

Our sixth comment asks that your committee report include language requiring that Federal agencies, such as the Corps of Engineers and the Bureau of Reclamation, be permitted to conduct the free and open discussions with interested constituents that have, in the past, provided the opportunities for project development partnerships which have served us all so well. The gag order imposed last year is counterproductive and pressure to rescind it should be brought to bear.

I understand that the report in your committee released last year included strong language to that extent, and we would hope it would be recycled, if you would, into a report this year as part of successfully passed legislation by both Houses.

The withholding of capabilities beyond a current year's budget imposes an artificial constraint on the orderly and knowledgeable evolution of beneficial pursuits by our energy and water project development and operating agencies.

FEDERAL ROLE IN WATER AND ENERGY PROGRAMS

Our seventh and final comment relates to the continuing debate over the role of the Federal Establishment in the funding of energy and water development projects and programs. If radical adjustments of longstanding policy are necessary, as the administration suggests and as you have alluded to, then close and comprehensive examination of such proposals is the very least that can and must be done prior to implementation of such new policy.

Perhaps a task force of interested parties, similar to the recent panel which studies social security, could be empaneled to review current policies, discuss alternatives, and recommend adjustments—remaining ever mindful of the multifaceted nature of energy and water development programs: That the operation and maintenance of the existing projects which are paired with substantial non-Federal investments and interests; there is the rehabilitation and reconstruction of aged but still needed major structures; the completion of segments or elements of systems under long-term development or phased construction such as the Rogue basin project; the need for construction of new projects to serve national and regional objectives; the need for a sound course for policy implementation and fiscal responsibility in the future; and the need to make these provisions without crippling existing activities or causing disruption at any higher level than absolutely unavoidable.

The task force's finding could be acted upon in concert, then, by the Congress, administration, the various States, and other affected entities with provisions for appropriate staging and phase-in to the benefit of all concerned.

In conclusion, we urge that you consider closely our requests. We stand ready to answer any questions you might have or provide additional information. Thank you again for the opportunity to present our views to this subcommittee.

BONNEVILLE NAVIGATION LOCK, OREGON

Chairman HATFIELD. Thank you, Mr. Lindstrom.

As always, your testimony is succinct and to the point. On page 9 of your testimony, you express a concern about the Bonneville navigation locks, and recognizing that is the real bottleneck to the whole river complex, I am very hopeful that with your support and regional perspective, and the national role that you have, beyond the region, we can develop a broad-based support for this essential project because I think it is just fundamental to the whole Pacific Northwest. When I see a $75 billion trade deficit this year facing our country, I recognize all the more how important it is to reduce that trade deficit.

We have made a major contribution in that whole Columbia River system by the exportation of agricultural products and dry cargo. Even though there is a glut today in the world coal supply, that is not going to last forever, and, consequently, we have to have our facilities ready to meet the growing need in the Pacific for coal and other potential commodities.

I really feel that as we think of the possibilities, slack-water navigation and ocean-going commerce on the rivers all the way from Idaho, once we get that bottleneck removed out of the river, we can do much, not only for the region, but for the Nation.

So, my colleagues think I have only a parochial interest because it is the Columbia River—yes, there is a parochial interest, but I also think there is a very strong case that could be made for the national interests as well.

As you know, 42 percent of our Nation's inland waterway structures today are over 40 years old. We have to modernize the inland system in order to facilitate the flow of goods that are in great demand throughout the world marketplaces.

So I am grateful for your interest that you have expressed in your formal testimony, and I will lean heavily on you for developing some of that support as we move this project. I do not want to sound overly optimistic, but I really believe that the time requirement being as it is, we have to get that project through this Congress in 1984. We cannot delay longer, because even after we get the authorization and the initial construction money and all the rest that go with it, it is still going to take a considerable period of time to construct the new lock at Bonneville.

It is the highest priority that I have as far as projects are concerned at this point. I just want to express my view to you as you well know it, you know it so well, and enlist your further support not only from the organization that you represent from our region, but your contacts that you have throughout the entire Nation.

Mr. LINDSTROM. I appreciate your confidence in me, sir. Our organization has made an effort to join with other regional organizations and some of the national groups in support of their interests, so that as our turn comes, we will not be strangers to them and we will be able to reciprocate with their support, and we keep that at the front of our minds.

In addition, we have worked diligently, although not quite as successfully, perhaps, as we would like to have been, in speaking with the authorizing committees and subcommittees in this Congress to see if we can generate the support necessary for these regional development programs which do, indeed, have a national role to play.

DEEPWATER PORT LEGISLATION

Chairman HATFIELD. What do you think of the port association's proposal for cost sharing?

Mr. LINDSTROM. Excuse me, sir?

Chairman HATFIELD. What do you think of the port association's proposal for cost sharing?

Mr. LINDSTROM. Which one? I have seen yours, sir.

Chairman HATFIELD. Then my bill.

Mr. LINDSTROM. I have seen a draft of one on the House side. It has been circulating sort of unofficially so far.

I think there is a great deal of potential, and our organization will not meet formally until June on them.

Chairman HATFIELD. I see.

Mr. LINDSTROM. However, our initial read-through and discussions on them have brought exclamations of promise from a number of the involved entities. There continues to be a discussion, I believe this week, here in town with the American Association of Port Authorities on their—the turntable—I was going to say merry-go-round—but on their turntable of issues development. I do not know what has come of that, yet, but I am well aware that your proposal is riding amongst the thick of things there. I have a great deal of interest in the results of their discussions.

Chairman HATFIELD. As you know, we have tried to keep very close to the organizations most directly involved during the drafting period and continue to welcome your input on the whole matter.

We hope to move that bill, at least in the Senate, in this session. We were happy to get the national port association's interest I would call it, I guess. In concept, or in principle, they seemed to come down on our side on the matter. Thank you very much, Mr. Lindstrom, for your help.

Mr. LINDSTROM. Thank you, Mr. Chairman.

[The statement follows:]

STATEMENT OF STEPHEN R. LINDSTROM, EXECUTIVE VICE PRESIDENT, PACIFIC NORTHWEST WATERWAYS ASSOCIATION

Good Morning, Mr. Chairman! I am Stephen R. Lindstrom, Executive Vice-President of the Pacific Northwest Waterways Association. As you may know, PNWA has for 49 years supported the comprehensive planning and development of the water and related land resources in the Pacific Northwest region and Alaska. Our broad-based citizens' group encompasses a wide variety of interests throughout the energy and water spectrum.

We appreciate very much the opportunity and privilege to appear before you today and express our views. Our testimony consists of a short summary supplemented by two detailed appendices.

Our first comment provides strong support for the budget of the North Pacific Division of the Corps of Engineers. Their request for $228,991,000 provides 36% for construction, 61% for operation and maintenance and 3% for general investigations.

In addition, we support and provide documentation for funding of additional capabilities of $905,000 in General Investigations for the Columbia River and Tributaries and the Upper Snake River and Tributaries studies; $2,400,000 additional for continuation of planning and engineering at the Bonneville Navigation Lock; and $39,000,000 additional for construction at the Mouth of the Columbia, Snettisham and Elk Creek Lake.

Further, we request that $1,500,000 be appropriated for completion of preconstruction planning at McNary Second Powerhouse, as well as $830,000 for continuation of the Coal Export Channel Study at the Mouth of the Columbia River.

Our second comment supports the budget request for the Pacific Northwest Region of the Bureau of Reclamation. Their project operations and maintenance, general investigations, continuing construction efforts, new construction and Reclamation Loans programs all deserve your attention and support in the Montana, Idaho, Washington and Oregon area. Our specific interests are detailed in Appendix II.

Our third comment notes that the budget of the Bonneville Power Administration deserves your support and close monitoring. Continued recessionary trends in the Northwest region, combined with an energy surplus and new requirements imposed on the region and BPA by the Regional Power Act, will make it difficult to remain on an even keel. Your interest and guidance is essential to ensure that operational flexibility, fiscal integrity and treatment of customers in a fair and equitable manner is maintained. We must not let short-term stumbling blocks permanently divert our attention from the long-range responsibilities of BPA to provide a stable, reasonably-priced supply of energy while, at the same time, helping nurture a healthy economic future in a balanced, high-quality and sustainable environment.

Our fourth comment carries an urgent request that you replenish monies to the Section 107 fund. A number of essential projects languish because of the shortage of money in this fund. Many local sponsors are eager to proceed and have their portions of the funds at hand, awaiting the federal match.

Our fifth comment asks that your Committee report carry language which urges the Congress and Administration to join you in support of raising the ceiling for Section 107 project involvement from $2,000,000 to at least $5,000,000 in order to more accurately reflect the cost of small projects in this decade, and to permit the flexibility originally intended to be granted the Corps of Engineers in evaluating and constructing the Section 107 projects.

Our sixth comment asks that your Committee report include language requiring that federal agencies such as the Corps of Engineers and the Bureau of Reclamation be permitted to conduct the free and open discussions with interested constituents that have in the past provided the opportunities for project development partnerships which have served us all so well. The "gag order" imposed last year is counterproductive and pressure to rescind it should be brought to bear. The withholding of capabilities beyond a current year's budget imposes an artificial constraint on the orderly and knowledgeable evolution of beneficial pursuits by our energy and water project development and operating agencies.

Our seventh, and final, comment relates to the continuing debate over the role of the federal establishment in the funding of energy and water development projects and programs. If radical adjustments of long-standing policy are necessary, as the Administration suggests, then close and comprehensive examination of such proposals is the very least that can (and must) be done prior to implementation of such new policy. Perhaps a task force of interested parties, such as the recent panel which studied Social Security, could be empaneled to review current policies, discuss alternatives, and recommend adjustments--remaining ever-mindful of the multi-faceted nature of energy and water development programs: the operation and maintenance of existing projects which are paired with substantial non-federal investments and interests; the rehabilitation and reconstruction of aged but still needed major structures; the completion of segments or elements of systems under long-term development or phased construction; the need for construction of new projects to serve national and regional objectives; the need for a sound course for policy implementation and fiscal responsibility in the future; and, the need to make these provisions without crippling existing activities or causing disruption at any higher level than absolutely unavoidable. The task force's finding could be acted upon in concert by the Congress, Administration, the various states and other effected entities, with provisions for appropriate staging and phase-in to the benefit of all concerned.

In conclusion, we urge that you consider closely our requests. We stand ready to answer any questions you might have or provide additional information. Thank you again, for the opportunity to present our views to this Subcommittee.

April 1, 1983

U. S. BUREAU OF RECLAMATION

IDAHO

CONSTRUCTION PROGRAM

Boise Project, Black Canyon Dam (Idaho)

Fiscal Year 1983	$250,000
Fiscal Year 1984	$200,000

Safety of Dams studies and investigation will continue.

Boise Project, Payette Division (Idaho)

Fiscal Year 1983	$ 80,000
Fiscal Year 1984	$990,000

Construction will continue on minimum health and safety facilities at Cascade and Black Canyon reservoirs.

Little Wood River Project (Idaho)

Fiscal Year 1983	$ 25,000
Fiscal Year 1984	$ 80,000

Work will complete on the basic health and safety facilities at the Little Wood River Reservoir.

Minidoka Project, Island Park Dam (Idaho)

Fiscal Year 1983	$ 200,000
Fiscal Year 1984	$1,900,000

Dam safety modifications will be initiated to protect the dam from the maximum credible earthquake and flood.

	FY 1983 Program	FY 1984 Program	Report Completion (fiscal year)
GENERAL INVESTIGATIONS			
Wholly within the State Advance Planning			
Palisades Powerplant Enlargement	$175,000	$ 50,000	1984
Subtotal - Wholly within the State	175,000	50,000	
Partly within the State			
Boise Project, Power and Modification Study, Idaho, Oregon	390,000	300,000	1986
Minidoka Project, North Side Pumping Division, Idaho	75,000	225,000	1985
Special Investigations			
Environmental and Interagency Coordination Activities, Pacific Northwest Region, Idaho, Montana, Oregon, Washington, Wyoming	400,000	370,000	Continuing

Minor Work in Connection with Completed Project Investigations Pacific Northwest Region, Idaho, Montana, Oregon, Washington, Wyoming	70,000	10,000	Continuing
Technical Assistance to States, Pacific Northwest Region, Idaho, Montana, Oregon, Washington, Wyoming	150,000	150,000	Continuing
Subtotal - partly within the State	1,085,000	1,055,000	
Total - General Investigations	$1,260,000	$1,105,000	

OPERATION AND MAINTENANCE PROGRAM

	Fiscal Year 1983	Fiscal Year 1984
Boise Project (Idaho, Oregon)		
Appropriated Funds	$2,730,000	$2,539,000
Water Users Advances	237,000	342,000
TOTAL PROGRAM	2,967,000	2,881,000
Minidoka Area Projects (Idaho, Wyoming)		
Appropriated Funds	2,707,000	3,131,000
Water Users Advances	528,000	561,000
TOTAL PROGRAM	3,235,000	3,692,000

MONTANA (Within the Pacific Northwest Region)

	FY 1983 Program	FY 1984 Program	Report Completion (fiscal year)
GENERAL INVESTIGATIONS			
Wholly within the State			
Project Investigations			
Hungry Horse Powerplant Enlargement and Reregulating Reservoir	$225,000	$145,000	1985

OPERATION AND MAINTENANCE PROGRAM

	Fiscal Year 1983	Fiscal Year 1984
Hungry Horse Project (Montana)		
Appropriated Funds	$1,291,000	$1,429,000

OREGON

CONSTRUCTION PROGRAM

Klamath Project (California-Oregon) (Mid-Pacific Region)

Fiscal Year 1983	$ 703,000
Fiscal Year 1984	$3,004,000

Work will total $100,000 in California and $2,904,000 in Oregon. Fiscal year 1984 funds will provide for the award of contract for subsurface drains on the Klamath Straits Unit, award of contract for distribution and drainage system on the East Klamath Straits Unit, and award of and completion of contract for the diversion water measurement device. Preconstruction activities will continue on White Lake, Main and Tule Lake Divisions.

Tualatin Project (Oregon) (Pacific Northwest Region)

Fiscal Year 1983	$ 510,000
Fiscal Year 1984	$1,150,000

Repair of the road around Henry Hagg Lake will be completed, and modifications to the intake channel to correct a siltation problem will continue.

	FY 1983 Program	FY 1984 Program	Report Completion (fiscal year)
GENERAL INVESTIGATIONS			
Wholly within the State			
Project Investigations			
Rogue River Basin Project Grants Pass Division	$ 5,000	$ 5,000	1986
Umatilla Basin Project	165,000	260,000	1985
Upper John Day Project	181,000	150,000	1984
Subtotal - Wholly within the State	351,000	415,000	
Partly within the State			
Boise Project, Power and Modification Study, Idaho, Oregon	390,000	300,000	1986
Special Investigations			
Environmental and Interagency Coordination Activities, Pacific Northwest Region, Idaho, Montana, Oregon, Washington, Wyoming	400,000	370,000	Continuing
Farmers Irrigation District	159,000	215,000	1984
Minor Work in Connection with Completed Project Investigations Pacific Northwest Region, Idaho, Montana, Oregon, Washington, Wyoming	70,000	10,000	Continuing

	FY 1983 Program	FY 1984 Program	Report Completion (fiscal year)
GENERAL INVESTIGATIONS			
Partly within the State			
Special Investigations			
Technical Assistance to States, Pacific Northwest Region, Idaho, Montana, Oregon, Washington, Wyoming	150,000	150,000	Continuing
Mid-Pacific Region, California, Nevada	30,000	340,000	Continuing
Subtotal - Partly within the State	1,199,000	1,385,000	
Total - General Investigations	$1,550,000	$1,800,000	

OPERATION AND MAINTENANCE PROGRAM

	Fiscal Year 1983	Fiscal Year 1984
Boise Project (Oregon, Idaho)		
Appropriated Funds	$2,730,000	$2,539,000
Water Users Advances	237,000	342,000
TOTAL PROGRAM	2,967,000	2,881,000
Crooked River Project (Oregon)		
Appropriated Funds	47,000	41,000
Klamath Project (Mid-Pacific Region) (Oregon, California)		
Appropriated Funds	367,000	491,000
Water Users Advances	120,000	135,000
TOTAL PROGRAM	487,000	626,000
Rogue River, Talent Division (Oregon)		
Appropriated Funds	178,000	201,000
Tualatin Project (Oregon)		
Appropriated Funds	34,000	40,000
Water Users Advances	49,000	55,000
TOTAL PROGRAM	83,000	95,000
Umatilla Project (Oregon)		
Appropriated Funds	29,000	33,000
Water Users Advances	15,000	16,000
TOTAL PROGRAM	44,000	49,000

WASHINGTON

CONSTRUCTION PROGRAM

Chief Joseph Dam Project, Oroville-Tonasket Unit (Washington)

Fiscal Year 1983	$16,040,000
Fiscal Year 1984	$13,430,000

Construction of the Ellisford, Tonasket, and Bonaparte Creek pump distribution systems will be completed. Land and rights acquisition will continue, and a contract will be awarded for construction of the Osoyoos system. Preconstruction work will continue on the fish and wildlife facilities.

Chief Joseph Dam Project, Whitestone Coulee Unit (Washington)

Fiscal Year 1983	$ 380,000
Fiscal Year 1984	725,000

Work will be completed on installaiton of a weed screen, modifying the North Branch Canal and for replacing flowmeters.

Columbia Basin Project (Washington)

Fiscal Year 1983	$41,769,000
Fiscal Year 1984	55,760,000

In fiscal year 1984, the Irrigation Facilities program provides for completion of the Block 26 laterals, the Franklin D. Roosevelt Lake fish study, and the final testing and cleanup work on the pump/generating units. Work on essential drainage and supplemental construction will continue. Preconstruction activities on the Deferred and Bypassed Lands, and East High Canal irrigation system will continue. A contract will be awarded for enlargement of a portion of the West Canal.

At the Third Powerplant, work on the downstream riverbank stabilization, minor completion and modification work on the powerplant, and replacement of defective transformers will continue.

Okanogan Project, Okanogan Irrigation District (Washington)

Fiscal Year 1983	$ ---
Fiscal Year 1984	3,210,000

The rehabilitation program will be initiated which includes replacing concrete canal lining, modifications to the canal headworks, and replacing an open lateral system with a new pressure pipeline system.

Yakima Project, Grandview Irrigation District (Washington)

Fiscal Year 1983 Appropriation	$ 5,000
Fiscal Year 1984 Appropriation Request	200,000

Rehabilitation work will be started on the pump discharge line, lateral lines, and pumping facilities.

Yakima Project, Granger Irrigation District (Washington)

Fiscal Year 1983	$ 5,000
Fiscal Year 1984	100,000

Rehabilitation work will be initiated on replacement of open laterals with buried pipe, installation of a trash screen, replacing turnout boxes, repairing siphons and canal lining, and replacing lateral pipelines.

Yakima Project, Outlook Irrigation District (Washington)

Fiscal Year 1983	$ 100,000
Fiscal Year 1984	1,361,000

Replacement of the main discharge pipeline, construction of the auxiliary pumping plant, and rehabilitation of the main laterals will continue.

Yakima Project, Sunnyside Board of Control (Washington)

Fiscal Year 1983	$ 5,000
Fiscal Year 1984	200,000

Rehabilitation work will begin on the main diversion facilities.

Yakima Project, Sunnyside Valley Irrigation District (Washington)

Fiscal Year 1983	$ 5,000
Fiscal Year 1984	200,000

Work will begin on pipeline replacement.

Yakima Project, Yakima-Tieton Irrigation District (Washington)

Fiscal Year 1983	$ 7,500,000
Fiscal Year 1984	22,200,000

Work will continue on the regulating dam and the pressure pipeline distribution system.

LOAN PROGRAM

Columbia Irrigation District (Washington)

Fiscal Year 1983	---*
Fiscal Year 1984	$2,306,000

* $1,000,000 was provided for this loan in the fiscal year 1983 budget amendment. Fiscal year 1984 funding is requested on the assumption that this Congress will act favorably on the new start request.

Rehabilitation of the distribution system will be completed.

Columbia Basin Project

Major Items	FY 1984
Irrigation Facilities:	
Grand Coulee Pumping/Generating Plant Units P/G 9, 10, 11, and 12	$ 566,000
Block 26 Laterals	6,301,000
Fish and Wildlife Facilities	107,000
Drainage Construction	6,001,000
Deferred and Supplemental Construction	3,495,000
Deferred and Bypassed Lands	350,000
East High Canal Irrigation System	350,000
Total - Irrigation Facilities	$17,170,000

Third Powerplant:

Third Powerplant (Riverbank Stabilization Program and Clean-up Activities)	$36,740,000
Third Powerplant Switchyard (Electrical Modifications).	1,850,000
Total - Third Powerplant	$38,590,000
Grand Total - Columbia Basin Project	$55,760,000

	FY 1983 Program	FY 1984 Program	Report Completion (fiscal year)
GENERAL INVESTIGATIONS			
Wholly within the State Project Investigations			
Yakima Project, Cle Elum and Tieton Powerplants	$ 130,000	$ 80,000	1985
Yakima River Basin Water Enhancement Program	904,000	1,025,000	1986
Subtotal - Wholly within the State	1,034,000	1,105,000	
Partly within the State Special Investigations			
Environmental and Interagency Coordination Activities, Pacific Northwest Region, Idaho, Montana, Oregon, Washington, Wyoming	400,000	370,000	Continuing
Minor Work in Connection with Completed Project Investigations Pacific Northwest Region, Idaho, Montana, Oregon, Washington, Wyoming	70,000	10,000	Continuing
Technical Assistance to States, Pacific Northwest Region, Idaho, Montana, Oregon, Washington, Wyoming	150,000	150,000	Continuing
Subtotal - Partly within the State	620,000	530,000	
Total - General Investigations	$1,654,000	$1,635,000	

OPERATION AND MAINTENANCE PROGRAM

	Fiscal Year 1983	Fiscal Year 1984
Columbia Basin Project (Washington)		
Appropriated Funds	$16,277,000	$17,272,000
Water Users Advances	719,000	719,000
TOTAL PROGRAM	16,996,000	17,991,000
Yakima Project (Washington)		
Appropriated Funds	$ 1,524,000	$ 2,167,000
Water Users Advances	563,000	661,000
TOTAL PROGRAM	2,087,000	2,828,000

PORT OF GRAYS HARBOR, WASH.

STATEMENT OF HANK SOIKE, GENERAL MANAGER, PORT OF GRAYS HARBOR, WASH.

ACCOMPANIED BY JOHN STEVENS, PRESIDENT, PORT COMMISSION, AND PRESIDENT, WASHINGTON PUBLIC PORTS ASSOCIATION

Chairman HATFIELD. Mr. Hank Soike, general manager of the Port of Grays Harbor, Wash.

Did it sound familiar this morning when I started asking how many years that I have been associated with Chris Wheeler and Tom Murray? Did it sound like the old days when Senator Magnuson used to ask you, "Well, now, how long have we been associated here?"

Mr. SOIKE. Senator, I was going to comment on that, too, and I am sorry Tom Murray left, because he is the gentleman who asked me to come back and testify before the Congress for the first time in 1963. At that time, we were trying to save the intercoastal lumber traffic.

I have a very brief prepared statement and I would like that submitted for the record.

I am the manager of the Port of Grays Harbor, which is Washington State's only deep-water coastal port. John Stevens, president of our port commission, joins me in my testimony today. John is also serving his second year as president of the Washington Public Ports Association, whose membership totals 59 ports in the State.

We, too, would like to thank the committee on this occasion, for restoring the operations and maintenance requirement for navigation projects in fiscal year 1983. Because Grays Harbor was on the administration's hit list, we have special appreciation for the congressional action in this instance.

We think, also, that it is significant that we did move 3,610,000 tons of commerce out of Grays Harbor in 1982, and that was the second highest year in the port's 70-year history. Timber products went to Japan, Korea, and now, the People's Republic of China and have contributed substantially in the balance of trade with those nations.

We are also pleased that the administration's fiscal year 1984 budget includes $3,755,000 for Grays Harbor operations and maintenance in fiscal year 1984. We heartily support that item.

In 1965, the Corps initiated a study to increase the draft of Grays Harbor. We had a 30-foot project. In 1976, the Board of Engineers, acting on the feasibility report, recommended advance engineering and design be initiated on a 40-foot project estimated to cost $45 million. The Office of Management and Budget referred the project back to the Corps for further study. On December 14, 1982, the Board of Engineers, acting on a revised feasibility report, recommended the project be authorized at 38 feet at an estimated cost of $86 million.

Continuation of planning and engineering will require 2 more years of effort by the Corps. We are anxious to see this work started in fiscal year 1984. We want to support the Corps' capability.

However, the administration's position on cost sharing and user fees has precluded identification of the Corps fiscal year 1984 CPE capability. As local sponsors of the project, we have always cooperated fully with the Corps. We are attaching a letter dated September 8, 1982, which clearly identifies our position on cost sharing and financial arrangements as may be established by the Congress and the administration.

We are seeking your support in identification of the CPE capability and inclusion of those funds in the fiscal year 1984 appropriations bill.

Senator, I would like to say that in the American Association of Port Authorities' board meeting that is being held now, I serve on the board. I have also been standing in at some meetings for Lloyd Anderson from the Port of Portland, who has been detained.

The draft legislation, the Act of 1983, which you sponsored, is the centerpiece of compromise in the port industry. I am confident that when you hold hearings on that legislation that you will have panels of port representatives representing the industry. I think that there has to be a change, as you have said earlier in this hearing. We recognize that. The mechanism is in the legislation to accomplish that. I am sure there are many parts of the bill that will involve us and which you will be asking for some changes on. But we do, as ports, strongly support that.

John Stevens, president of the Washington Public Port Association, will be having meetings in that association on our return, and we hope that through those efforts we will be able to encourage additional sponsorship of your legislation.

I would just like to say one other thing in passing: Some years ago, Tom Murray encouraged me to become involved in the dredge issue and it was a pleasure to work with you and a lot of the members of your staff on that project. John and I both had the opportunity to attend the commissioning ceremonies of the Yacquina Harbor, which it was named, and we are looking forward to a similar ceremony when the medium-class dredge comes through the west coast. I think I speak for all the ports in maintenance and dredging when I thank you for your efforts on the part of that.

Chairman HATFIELD. Well, you have been a long-time friend and a wonderful leader in this whole area of ports.

Mr. Stevens, I want to extend my appreciation to you. In the long days of the battles of the hopper dredge and a few other things, we have been associated in common purposes. It has been a good, enjoyable relationship, and I appreciate your continued support in these areas and in your good counsel, most importantly of all, your good counsel.

Mr. SOIKE. We appreciate the opportunity to testify, and thank you for the time, and I hope your cold gets better.

Chairman HATFIELD. Thank you. It cannot get worse, so I guess it is only going to get better.

Thank you very much.

Mr. SOIKE. Thank you.

[The statement follows:]

STATEMENT OF HENRY E. SOIKE, GENERAL MANAGER, PORT OF GRAYS HARBOR, WASH.

Mr. Chairman and members of the committee, my name is Henry E. Soike and I am the general manager of the Port of Grays Harbor which is Washington State's only deepwater coastal port. John Stevens, president of our port commission, joins me in my testimony today. John is also serving his second year as president of the Washington Public Ports Association whose membership totals 59 ports in the State.

First we want to thank the committee for restoring full operation and maintenance funding requirements for navigation projects in fiscal year 1983. Because Grays Harbor was placed on the administration's hit list, we have special appreciation for congressional action in this instance.

We think you will be pleased to know that waterborne shipments from Grays Harbor totaled 3,610,000 tons in 1982, the second highest year in the 70-year history of our port. Timber products sold to Japan, Korea, and now the Peoples Republic of China, have contributed substantially to the balance of trade with those nations.

We are pleased that the administration's fiscal year 1984 budget includes $3,755,000 for Grays Harbor operations and maintenance and heartily support that item.

In 1965 the Corps of Engineers initiated a study to determine the feasibility of increasing the existing 30-foot draft of our navigation channels. In 1976 the board of engineers, acting on a feasibility report, recommended advance engineering and design be initiated on a 40-foot project estimated to cost $45 million. OMB referred the project back to the Corps for further study. On December 14, 1982, the board of engineers, acting on a revised feasibility report, recommended the project be authorized at 38 feet at an estimated cost of $86 million.

Continuation of planning and engineering will require 2 more years of effort by the Corps. We are anxious to see this work started in fiscal year 1984 and want to support the Corps capability. However, the administration's position on cost sharing and user fees has precluded identification of the Corps fiscal year 1984 CPE capability. As local sponsors of the project we have always cooperated fully with the Corps. We are attaching a copy of our letter dated September 9, 1982, which clearly identifies our position on cost sharing and financial arrangements as may be established by both the Congress and the administration.

We seek your support in identification of the CPE capability and inclusion of those funds in the fiscal year 1984 appropriations bill.

We thank you for the opportunity to testify.

LETTER FROM HENRY E. SOIKE, GENERAL MANAGER, PORT OF GRAYS HARBOR, WASH.

SEPTEMBER 9, 1982.

Col. NORMAN C. HINTZ,
District Engineer, Corps of Engineers,
Seattle District, Seattle, Wash.

DEAR COLONEL HINTZ: This is an expression of intent by the Port of Grays Harbor, Wash., to cooperate with the Federal Government for the continuation of planning and engineering, and eventual construction, of the Grays Harbor deep-draft channel improvement project. Hopefully, the funding for the initiation of CPE can be contained in the fiscal year 1984 Federal budget.

The Port of Grays Harbor endorses the project as contained in the final feasibility report and fully supports the traditional items of local cooperation as mandated by current legislation. We understand that project cost sharing and financing are under review by the administration and the Congress. The Port of Grays Harbor would support cost-sharing and financing arrangements satisfactory to both Congress and the administration.

We urge every consideration be given to proceeding with the continuation of planning and engineering for the proposed navigation improvement project as soon as possible.

Sincerely,

H. E. SOIKE,
General Manager.

PREPARED STATEMENT OF CONGRESSMAN BONKER

Chairman HATFIELD. I might add that Congressman Bonker has provided a statement supporting the Grays Harbor project which I will make part of the record at this point.

[The statement follows:]

STATEMENT OF REPRESENTATIVE DON L. BONKER OF WASHINGTON

I would like to thank you for this opportunity to testify in support of three Corps of Engineers projects that are of major significance to the Pacific Northwest -- the Mount St. Helens recovery operation, deepening of the Columbia bar, and planning and engineering work on the Grays Harbor deep draft project.

Before addressing each of these specific projects in turn, I want to thank you and other members of the Committee for your past efforts on Pacific Northwest projects, particularly the Mount St. Helens flood prevention and recovery operation.

MOUNT ST. HELENS RECOVERY OPERATIONS

It is now three years since Mount St. Helens exploded in a violent eruption which ejected a cubic mile of volcanic debris into the Toutle River valley. The eruption also sent a mudflow downstream which swept away bridges, roads and houses, clogged the Cowlitz and Columbia rivers with millions of cubic yards of sediment, and created an imminent threat of catastrophic flooding. The eruption dramatically altered the hydrologic nature of the Toutle-Cowlitz drainage.

In one of the most intensive emergency operations in the history of water projects, the Army Corps of Engineers averted this threat within a matter of months. As part of this effort, the Corps succeeded in restoring the river channels to normal capacities and partially arrested the downstream flow of sediment by stabilizing the material in the Toutle River valley, using a series of innovative debris retaining structures and sediment traps.

Unfortunately, this federal investment in flood control measures was allowed to deteriorate badly under the Reagan Administration due to a lack of maintenance funds. The short-sighted policy of budget-cutting-at-any-cost which emanated from OMB halted all work on the Mount St. Helens recovery effort for almost two years. Recently, the increased threat of flooding and growing local and congressional pressure has forced the Administration to abandon its "no-action" policy and resort to a "minimum-action" policy with respect to the Mount St. Helens disaster. Last fall, an emergency program was hurriedly implemented which raised levees and provided a stop-gap solution for the Spirit Lake hazard.

Although these emergency measures are helpful, they increase the level of protection for the 50,000 downstream residents for only a short time. Already, the risk of flooding for some communities along the upper Cowlitz has doubled because of additional sediment infill during the winter. In addition, millions of cubic yards of volcanic debris have settled in the Columbia during the last few months alone. Everyone agrees that some action on the Mount St. Helens problem will have to be taken this summer.

In recognition of this problem, the Corps' Portland District is completing a study of sediment infill on the Cowlitz and will soon recommend the measures necessary to prevent flooding and reduce sedimentation during the next flood season. Although it is not known precisely how much this work will cost, rough estimates are in the range of $18 million.

Recently, Assistant Secretary of the Army, William Gianelli, earmarked $12 million of General Construction funds from the Emergency Appropriations bill (P.L. 98-8) for emergency Mount St. Helens Recovery operations. Some additional funds will be required to take the steps necessary to prevent flooding and slow sedimentation rates. I trust the committee will follow closely the funding needs for this vital operation.

It is clear that continued interim measures by the Corps will be necessary until such time as permanent solutions to Mount St. Helens problems are fully implemented. Although recommendations for these permanent solutions will be made in the Comprehensive Study commissioned by the President (and due to be completed in November) it will take at least several years before these permanent measures are in place. During this interim period, it is essential that we provide adequate levels of flood protection and prevent further erosion of the federal investment in flood control measures in the area.

GRAYS HARBOR DEEP DRAFT PROJECT

I would also ask your favorable consideration of additional funding for the continued planning and engineering of the Grays Harbor project. I understand that Mr. Hank Soike and John Stevens are testifying before your subcommittee in support of the funding. The CP&E money would materially assist in bringing the project to full review in the congressional authorization process.

Unfortunately, the Corps of Engineers has not estimated the capability figures for either FY '83 or FY'84 -- notwithstanding the fact that the Port of Grays Harbor has indicated a willingness to discuss cost-sharing for the project. I am confident that the figures would be reasonable and could be supplied expeditiously by the Corps.

DEEPENING OF THE COLUMBIA BAR

Last, I would urge your continued favorable consideration of deepening the mouth of the Columbia River. The project -- designed to produce a 55 foot depth -- is supported by the ports of the Columbia-Snake River system and would materially improve our ability to promote international trade in the region.

The project carries a highly favorable benefit-cost ratio. It would greatly reduce cargo handling and enhance the safety of river transport. This is obviously important because of the significant volumes of cargo exported on the river -- over 18 million short tons from Vancouver, Longview, Kalama, Portland and Astoria alone in 1981. In short, it is the kind of project that would be highly beneficial to the entire Pacific Northwest economy.

Mr. Chairman and members of the committee, I thank you again for your consideration of these requests.

PORT CANAVERAL, FLA.

STATEMENT OF CHARLES ROWLAND, PORT DIRECTOR, PORT CANAVERAL, FLA.

ACCOMPANIED BY:

W. C. CRAMER, FORMER MEMBER OF CONGRESS

M. M. BUCHANAN, COMMISSIONER OF PORT CANAVERAL

Chairman HATFIELD. Mr. Charles Rowland, port director of Port Canaveral, Fla.

I believe you have with you Mr. W. C. Cramer and Mr. M. M. Buchanan, who are commissioners; is that correct?

Mr. CRAMER. Yes, Mr. Chairman, may I just say as a former Member of Congress and of the House subcommittee for 6 years, it is my privilege to introduce to you Mr. Chuck Rowland, who is the port director for Port Canaveral, and Mr. M. M. Buchanan, the elected commissioner and chairman of that port authority. It is my privilege to turn it over to Mr. Rowland, the port director.

Chairman HATFIELD. Thank you very much.

Mr. ROWLAND. Mr. Chairman, we thank you very much for this opportunity to appear before your committee today. We note that we are the only port from outside of your home State of Oregon, and we are glad to be included with your home group today.

Chairman HATFIELD. You are in a very select group this morning.

Mr. ROWLAND. Yes, sir.

LETTER FROM SENATOR CHILES

Chairman HATFIELD. Excuse me. Before you start, I do have a letter here from Senator Chiles in support of the project that I would like to include in the record, and Senator Hawkins had indicated that she might be able to get over here from another hearing to make an introduction of you to the committee, but she was not able to do so. But she also supports the project and will have a statement for the record.

[The letter follows:]

LETTER FROM SENATOR CHILES

APRIL 6, 1983.

Hon. MARK HATFIELD,
Chairman, Senate Appropriations Committee,
Subcommittee on Energy and Water Development,
U.S. Senate, Washington, D.C.

DEAR MR. CHAIRMAN: I am writing today to urge favorable consideration by the Senate Appropriations Subcommittee on Energy and Water Development of funds to enable the continuation and completion of the Canaveral Harbor project in Florida. I regret not being able to appear personally to endorse the testimony presented to the subcommittee by representatives of the Canaveral Port Authority and the State of Florida.

Last year President Reagan recommended, and Congress approved, $1 million to be used for the construction of the Canaveral Harbor project west turning basin. I was somewhat surprised, therefore, to learn that the President's budget request for this fiscal year did not include necessary funding to allow for the continuation of this project. I was also troubled to learn that the apparent reason for the administration not recommending funds for this project was based on a misrepresentation of the dollar scope of the Canaveral Harbor project.

I have reviewed the testimony prepared for the subcommittee by the port authority and want to lend my support to the port and the State of Florida request that the Federal Government proceed with fully funding this project in the traditional manner. The completion of this worthwhile project will not only provide immediate economic benefits to the community in terms of jobs, but will also help accommodate projected future growth in terms of cargo and cruise ship demand.

I hope the subcommittee will approve funds for the Canaveral Harbor project for fiscal year 1984. I appreciate your consideration of this request and with best wishes, I am,

Most sincerely,

LAWTON CHILES.

LETTER FROM SENATOR HAWKINS

Chairman HATFIELD. We are just happy to have the Senators' support and to have former Congressman Cramer introduce you this morning.

Mr. ROWLAND. Yes, sir.

I have a letter from Senator Hawkins who, at the last minute, is unable to attend, but we will turn that in. It is in strong support.

Chairman HATFIELD. That will be included as well.

[The letter follows:]

LETTER FROM SENATOR HAWKINS

APRIL 7, 1983.

Hon. MARK HATFIELD,
Chairman, Senate Appropriations Committee,
Subcommittee on Energy and Water Development,
U.S. Senate, Washington, D.C.

DEAR MR. CHAIRMAN: I am writing to urge favorable consideration by the Senate Appropriations Subcommittee on Energy and Water Development of funds necessary to continue and complete the west turning basin project at Port Canaveral, Fla. I regret not being able to appear personally to present my remarks on this matter.

Congress originally authorized this project in 1962. Over the last 2 years, Congress has appropriated more than $1 million for the project's construction. The project promises to provide substantial economic benefits to central Florida once it is completed. Completion of the project is projected to generate $300 to $400 million annually for central Florida within 10 years. The 16 additional berths that will be built will house high-profit cruise ships and cargo ships. I was concerned, therefore, to learn that this year's budget request provided no funding for this project.

The modest amount needed to complete this project does not compare with the amounts needed for other high-cost projects that have been deferred for a year or more. I understand the administration's desire to implement a cost-sharing policy for water projects. That policy should not apply, however, to a project that has been ongoing for years and which has gone forward in reliance on a traditional Federal funding plan.

It is my hope that the subcommittee will approve a minimum of $9 million in funding for the completion of the west turning basin project this year. I appreciate your consideration of this request and with best wishes, I am,

Sincerely,

PAULA HAWKINS.

STATUS OF PROJECT

Mr. ROWLAND. Mr. Chairman, Port Canaveral is a small, manmade seaport located on the east coast of Florida just south of the Kennedy Space Center. The Canaveral Port Authority and the U.S. military share a common interest channel and a central turning basin, while the eastern or Trident submarine basin is used exclusively by the military. The unfinished part of the Canaveral Harbor project is the west turning basin shared by the Canaveral Port Authority with the U.S. Coast Guard.

The present status of this project is that it was included in the administration's fiscal 1983 budget submission and the continuing resolutions as an ongoing project for $1 million, of which $885,000 was for construction.

Chairman HATFIELD. Good morning, Senator Hawkins. Nice to have you come to our committee.

Mr. ROWLAND. Of which $885,000 is committed for construction.

Our Congressman, our local Congressman, Bill Nelson, determined from the Corps of Engineers that because they had not quite completed the design memorandum, that their intention is to give up this $885,000 to subject savings in this year. Mr. Nelson asked the House subcommittee to please direct the Corps of Engineers to transfer this money to the next year rather than give it up.

In the fiscal 1984 budget submission, the $9 million needed for completion of the project was not included in the administration's budget request. Assistant Secretary of the Army Gianelli, after receiving the pertinent information sent to the port authority, has indicated that his decision not to recommend funding of our project is based on outdated information and that he has agreed to review the project again on the basis of an updated benefit-cost ratio and other pertinent facts as soon as they are made available to him by the Corps of Engineers.

We understand that this benefit-cost ratio is about 2 to 1, which is a very strong ratio, as you know.

It is noted that the administration did recommend fiscal 1984 funding for the startup of follow-on construction of 22 ongoing projects of similar budgetary amounts and scopes which were not currently physically under construction but for which construction would be restarted or completed during fiscal 1984. These 22 projects were recommended to be funded under traditional methods.

FUNDING REQUEST

Our position is that the $9 million for completing the Canaveral Harbor ongoing project should have been included and was improperly excluded from the fiscal 1984 budget submission.

Our west turning basin was authorized by both the Senate and the House of Representatives in 1962 as a 31-foot-depth turning basin for the use of commerce. It was partially completed over the years to a depth of 16 feet along the north and east sides of the turning basin. Completion of dredging will allow development of 16 additional deep-draft berths. The port is presently fully utilizing all seven of our deep-draft berths and has commitments for the two new berths and cruise terminals that are presently under construction.

The port has a pressing need to add a passenger terminal in the west turning basin just as soon as possible so that we can reconvert a warehouse now being used as a cruise terminal for the use of cargo.

Construction of one to two deep-draft berths per year are needed in the western turning basin thereafter to meet our projected demands. Our cargo operations of 2.25 million tons per year are expected to double in the next 10 years, requiring six additional berths, and our cruise passenger operations are expected to expand by a factor of 7 in the same period.

In calendar 1982, we moved from the 12th largest cruise port in the United States to the 4th largest in terms of passengers, with over 120,000 passengers using our facilities, up from only 7,000 the year before.

Our tremendous passenger growth and continuing growth potential has been created by our proximity to the central Florida tourist attraction, particularly Epcot and Kennedy Space Center, and the short sailing distance to the Bahama Islands. An in-depth marketing study recently indicated a 10-year projection of between 800,000 and 1.2 million cruise passengers per year in 10 years requiring 8 to 10 additional deep-draft passenger berths.

With the Florida cruise industry growing at a rate of between 12 and 17 percent annually, Port Canaveral is an ideal location to accommodate about half of the growth over the next decade. When fully developed, the Canaveral west turning basin will have involved an additional investment of Port Canaveral of in excess of $50 million, over five times the funds requested from the Federal Government to complete the dredging. It will create 4,000 to 6,000 permanent jobs and have an economic impact on east-central Florida of several hundred million dollars per year.

The port authority has recently spent over $200,000 on studies, permits, and engineering design, and is ready to award contracts immediately for $1.5 million for dikes, bulkheads, and utility relocations to enable reconstruction dredging to continue in early fiscal 1984. We held up awarding these contracts when the money was not put into this budget, and just as soon as it is, why, we will start that contract rolling.

Chairman HATFIELD. Do I understand that these contracts were ready to be advertised?

Mr. ROWLAND. We had them advertised, and we had some of the bids actually in, but not opened, at the time that Mr. Gianelli's budget submission came out and the money was unexpectedly not in it.

Chairman HATFIELD. You are aware that in our jobs bill we were able to resist the effort to cut $200 million out of that fund for these projects.

Mr. ROWLAND. The biggest problem with the jobs bill was that part of the spoil has to be disposed of at sea, and the Corps of Engineers is uncomfortable with going ahead with the contract, although today they are using that disposal site for emergency dredging of the Trident submarine channel because of difficulties that they had off of Tampa.

But they are completing an environmental impact statement along the dumping area of that sea that is needed for some of this spoiling. It is going to take them about 5 to 6 months to complete this. So their part of the project is not immediately ready to go. Our part is—we are ready. It takes 5 or 6 months to construct.

Chairman HATFIELD. Is that on local costs?

Mr. ROWLAND. That is on our local costs.

Chairman HATFIELD. In other words, you have no other dredging program that would have been qualified for an immediate contract letting?

Mr. ROWLAND. No, sir. We were contacted by the Corps, and they told us if they could dispose of this bad spoil that we have, which is the silt that will not consolidate over years and years, if we would put it up, that they could put us under the jobs bill, but this would have taken 60 acres of badly needed land for the infrastructure ashore, our service, and we just couldn't do it.

Chairman HATFIELD. I am sure that you realize that these water resource programs must have interregional cooperation and support.

Mr. ROWLAND. Yes, sir, we do.

Chairman HATFIELD. You have to look beyond the local parochial interests.

Mr. ROWLAND. It does us no good to have 31 feet of water in our port if there is no room to build a terminal ashore to support it.

Chairman HATFIELD. I will reemphasize, because we are facing, as I said earlier, an increasing battle on the floor of the Senate with these water programs and water projects, including port dredging and so forth. There were other projects besides the one that you are representing today that were ready to go in Florida. And we almost lost additional funding in the jobs bill by a 45-to-51 vote.

I think it is very important that there is a national interest. You come here today representing one particular port in Florida, one particular area in Florida. But this is as vital to the Nation as it is to Florida.

Mr. ROWLAND. Yes, sir.

Chairman HATFIELD. This is one such port that is as vital to the Nation as it is to Florida, Yes, as I say, if I were to make a political judgment, in another 5 years, you are going to be lucky to get a dollar for your port because of the growing attitude of many Senators that they are not interested in funding projects from your State of Florida or from my State of Oregon and other States where they may not have ports. That is why I am just urging, as I did with the previous witnesses, that these ports better start looking at the Nation as a whole and relating yourself beyond your parochial interests.

Mr. ROWLAND. Yes, sir, and to that extent, I am a member of the board of directors of the American Association of Port Authorities. I would like to reiterate the testimony of the last gentleman that we are, at this time, rallying behind your legislation for deep-draft navigation as a common point for all of the ports. I think we believe we can find some agreement on that. There are some things about it that all of us would like to see changed, but we believe that you have come, by far, the closest in this bill to meeting the needs of all the ports.

Our problem at this time is one that we have a continuing project that has been under construction since 1962, should have been completed before now, but for some problems that we have run into, if Mr. Gianelli had his way, we would be considered now a new project rather than a continuing project, and we are afraid that we would be lost in the stampede under any new legislation for priority for the 15-year backlog of construction that is going to be competing for funds.

Chairman HATFIELD. You certainly will be, and he has many allies in the U.S. Senate.

Mr. ROWLAND. Yes, sir, and this is why we think it is tremendously important that our status as an ongoing project be recognized.

This concludes my testimony. I would like to turn this over to Senator Hawkins.

[The statement follows:]

STATEMENT OF CHARLES ROWLAND, PORT DIRECTOR, CAPE CANAVERAL, FLA.

SUMMARY

PORT CANAVERAL WEST TURNING BASIN
STATUS
PROJECT SCOPE & JUSTIFICATION

1. The Port Canaveral West Turning Basin project consists of dredging a channel to and including West Turning Basin to a depth of 31 feet, to provide 16 additional deep draft berths. This project was authorized in 1962 and was partially completed over the years to a depth of 16 feet along the north and east sides. Planning and design funds and $885,000 for construction was appropriated in FY 83.

2. The Corps of Engineers office in Jacksonville plans to issue by the end of April, a economic analysis for this project reflecting a most favorable cost/benefit ratio of 2 or greater with a total construction cost estimate of approximately 9.9 million dollars. The Corps can get this project under contract in early FY 84.

3. The Port is fully utilizing all existing waterfront facilities and has committments for the two deep draft berths presently under construction. There is a pressing need to bring on line additional berths in the West Turning Basin at the rate of two per year, commencing in 1985 to meet projected demands.

4. The Port Authority plans to spend over 40 to 50 million dollars within the next 8 to 10 years for construction of bulkheads, wharfs, piers and shore side facilities.

5. In addition to the economic and job creating stimulus of both the Federal and Port funding construction effort, it is estimated that bringing these new facilities on line will create 300 to 500 permanent jobs per year over the 8 to 10 year development period.

REQUEST

That the Congress appropriate in FY-84 the remaining construction funds in the amount of $9 million for continuation and completion of this economically viable project.

Without continuity of Federal funding into FY-84 it is expected that this project would be unduly delayed to the detriment of the economic well-being of the community.

This modest initial capital investment in our Nations infrastructure will yield economic benefits in both construction and permanent employment as well as provide a multiplied leveraged effect on transportation savings and a general economic stimulus with a potential for military utilization should events so dictate.

Port Canaveral is a small seaport located on the east coast of Florida just south of Kennedy Space Center. The Canaveral Port Authority and the U.S. Military share a common entrance channel and central turning basin, while an eastern or Trident Turning Basin is used exclusively by the Military. An unfinished part of the Canaveral Harbor project is the West Turning Basin, shared by the Canveral Port Authority with the U. S. Coast Guard.

The present status of this project is that it was included in the FY 83 budget, the Senate and the House Appropriations Committee reports, and the continuing resolutions for FY 83 for $1 million of which $885,000 was comitted for construction. In the FY 84 budget submission, the $9 million needed for completion of this project was not included by Assistant Secretary of the Army, Mr. William R. Gianelli. In all fairness to Mr. Gianelli, after receipt of pertinent information sent to him by the Port Authority he has indicated that his decision not to recommend funding of the Canaveral Port Authority project was based on out-dated information. Mr. Gianelli has graciously agreed to review this project again on the basis of the updated cost/benefit ratio and other pertinent facts as soon as they are made available to him by the Corps of Engineers.

It is noted that the Administration did recommend FY 84 funding for the start-up of follow-on construction of 22 on-going projects of similar budgetary amounts and scopes which were not currently physically under construction but for which construction would be started or completed during FY 84. These 22 projects were recommended to be funded under the traditional method. Our position is that the $9 million dollars for completing this project should have been included and was improperly excluded, in the FY 84 appropriations.

The Canaveral Harbor West Turning Basin project was authorized by both the House of Representatives and Senate in 1962 as a 31 foot deep turning basin for use of commerce. It was partially completed over the years to a depth of 16 feet along the north and east sides of the turning basin.

The Port is presently fully utilizing all existing deep draft berths and has commitments for the two new deep draft berths presently under construction, the Port has a pressing need to add a passenger terminal in the West Turning Basin to permit reconverting a warehouse now used as a passenger terminal to its normal use. Construction of one to two deep draft berths per year will be required thereafter to meet projected demand.

Under the scope of the Canaveral Harbor West Turning Basin the Corps of Engineers would dredge the channel entrance to and including the West Turning Basin to a depth of 31 feet. One and one half million cubic yards of good sandy material is to be deposited behind dikes in the West Turning Basin, the remaining one and one half million cubic yards of poor material would be disposed of in a dredge spoil site. Under the traditional funding formula, the total federal dredging cost of this project is estimated to be about 9.9 million.

Port Canaveral is a small port in terms of business volume now in an early stage of development, Port Canaveral has a potential for rapid growth in the immediate future.

On the financial side, the port has fully obligated its general revenue bond capacity and has a debt earning ratio of approximately 7 to 1 excluding advalorem taxes which cannot be used for bond repayment. Gross revenue last fiscal year was $2.5 million of which $620,000 was derived from land leases, $1,600,000 from cargo and passenger revenue and $885,000 from advalorem taxes. Net revenue last fiscal year from operating income was $1,325,000.

The Port has a maintenance back-log of approximately $2 million dollars and must rely on cash flow for both new capital projects and to draw down the maintenance back-log.

On the cargo side of operations, the Port handles 2 1/4 million tons of commodities per year, with a projected growth of 3 1/2 million tons within the next 10 years. The U.S. Customs revenue over the past three years was approximately $100 million as compared to Port operating revenue from all sources of $4.7 million during the same period.

On the cruise/passenger side of the operation, the Port has one home based cruise ship, with 12 to 15 visiting cruise ships annually. In 1982, Port Canaveral moved up to the fourth largest cruise port in the United States in terms of revenue passengers and if projections hold, will move to number two in 1983 or 1984. It is in this area, the cruise ship industry - that Port Canaveral has tremendous growth potential by virtue of its proximity to the Central Florida Tourist Attractions; Kennedy Space Center, comparatively unpopulated beaches of Brevard County and ready access to the islands of the Bahamas. A recent indepth marketing study indicated a ten year projection of revenue passengers estimated at between 800,000 and 1.2 million requiring, at least eight to ten additional deep draft berths.

Funding the West Turning Basin, will provide the room for an additional 10 berths, and with further dredging by the Port Authority will ultimately yield a full capacity of 16 berths - thus more than doubling the number of existing deep draft berths. To accomplish this under the traditional method of funding, the Port will have to spend 1.5 million on construction of dikes, bulkheads and re-routing of utilities prior to the onset of dredging. The Federal Government contribution is estimated to be $9.9 million, making a total project cost of $11.4 million.

After completion of the dredging, the Canaveral Port Authority plans to spend approximately $40 to $50 million over an eight to ten year period on the construction effort to incrementally develop the West Turning Basin for use by cruise ships and for cargo operations. Capital for this expansion must, in the early stages, come from cash flow, a substantial portion of which are local taxes. Development capital in the latter stages, will be financed from a combination of cash flow and bonding tied to specific revenue producing operations.

The Canaveral Port Authority is aware of the fiscal problems currently being experienced by the Federal Government and the interest of both the Administration and the Congress in finding ways and means to reduce the high unemploymnent rate. Our firm belief that a modest capital investment in a project of this size, will yield immediate economic advantages in terms of employment, since the dredging process itself yields approximately 15 percent more employment than similar dollar amounts of heavy construction and will closely be followed by construction of piers, terminals, wharfs., etc., which will likewise put people back to work and aid the depressed construction industry. The economic spin-off from each cruise ship - which is a floating hotel - is valued at $12 to $15 million per year in food, goods and services and is translated into 300 permanent jobs per cruise ship for those shore based service industries. When fully developed, the West Turning Basin will provide two to three hundred million dollars of economical impact per year to the community and support 6,000 permanent jobs. The unemployment rate for Brevard County is now approximately 10 percent.

Another plus for this project is that it is ready to be put on the street in short order. It is expected that the Corps of Engineers can award the dredging contract early in FY 84.

The Port planning has been proceeding on the basis that the construction funds of $885,000 and $9 million would be requested by the Administration and appropriated by the Congress in FY 83 and FY 84 respectively. In fact, $1 million was included in the Administration's budget for FY 83 and appropriated by the Congress, which to our mind catagorizes this project as an "on-going" rather than a "resumption of construction" project.

It is the view of the Port Authority that it would be precipitious and indeed unfair, at this juncture for the Federal Government to abruptly withhold remaining construction funds for the completion of this modest project, which will have a multiplier effect in terms of economic well-being by virtue of investment by the Port and Port related enterprises, and will create new permanent jobs.

The Port has already invested approximately $200,000 in economic studies, mitigation permits and engineering and is ready to award contracts in the amount of $1.5 million to proceed immediately with its sponsor obligations.

Our financial position at this time is such that should the Federal Government not fund the West Turning Basin, this project would be delayed eight to ten years. Should the Port be required to assume 1/3 of the cost, the result would be a two to three year delay. In both cases, the Port stands to lose potential business and economic well-being for the community.

If the Federal Government proceeds with its plans for fully funding this project in the traditional manner, the Canaveral Port Authority pledges to promptly follow in this effort with its incremental plan for fully developing this basin within eight to ten years at a cost of approximately $40 to $50 million dollars. This is a ration of Port to

Federal funding of four to one or greater. Federal funding is the seed that will lead to the blossoming of the East Central Florida economy.

In the final analysis, the Canaveral Port Authority rests its case on the firm belief that the Congress will fully fund this economically ongoing viable project in the traditional manner, basing its judgement on a sense of equity and fairplay. This action will provide a much needed economic stimulius to the local community and will have a significant impact on reducing the high unemployment rate in Brevard County, as well as improve our Nation's infrastructure with a potential for military utilization should events so dictate.

STATEMENT OF HON. PAULA HAWKINS, U.S. SENATOR FROM FLORIDA

Chairman HATFIELD. Thank you for appearing, Senator. Would you like to come up here and sit as a member of the committee?

Senator HAWKINS. No, thank you. I am on a fast track today. I will be glad to sit right here with these gentlemen. I will tell you that I do support your deep-port legislation. I am a cosponsor of your deep-port legislation and I was a cosponsor of your legislation in the 97th Congress. I think that, among all of our colleagues, you have come the closest to understanding the interest that our Nation has in developing a strong port program. I am willing to work closely with you on that.

It is very important that we finish this west turning basin project. The project is ready to go. It will cost a moderate amount. Some of the projects being deferred by Assistant Secretary Gianelli do involve really big numbers, as you know. Only $9 million is needed to finish this port. It will provide 16 new berths to Port Canaveral.

We have a phenomenon in Florida that you are aware of, I am sure, but the rest of our colleagues may not be. Florida has always been a great tourist State. Many Europeans visit central Florida every year. The attractions there include Epcot, Disney World, and the Space Center. These are of great interest to Europeans and foreign visitors from all over the world. With its expanding cruise ship capability, Port Canaveral is becoming another very busy tourist destination.

Port Canaveral does not rely entirely upon cruise ship activity. It is strategically located for this country's growing trade with South and Central American countries, as well as African markets. I feel that it would be short-sighted budget policy to halt work on this vital Florida project after successfully completing its first two stages over the last 20 years. I encourage you to support inclusion of this project in the long list that is scheduled to receive continued funding in fiscal year 1984.

Chairman HATFIELD. Thank you, Senator Hawkins.

I know you have many responsibilities. Thank you very much for being here.

ADDITIONAL PREPARED STATEMENTS

Before we recess, the subcommittee has received prepared statements from Mr. W. W. Humphries and Mr. Coulter Hoppess regarding the proposed Millican Reservoir in Texas; and Mr. James Barnett of the Oklahoma Water Resource Board which will be made part of the record at this point.

[The statements follow:]

STATEMENT OF COULTER HOPPESS, PRESIDENT, NAVASOTA RIVER IMPROVEMENT ASSOCIATION

This statement is filed on behalf of the NAVASOTA RIVER IMPROVEMENT ASSOCIATION which represents a broad cross section of persons in the business, financial, farming, oil and gas and coal and lignite economy of Robertson, Leon, Brazos, Madison and Grimes Counties, Texas.

The Navasota River Improvement Association is informed that the President of the United States has made a request that $200,000 be included in the Appropriations Bill in order to continue studies, advanced planning and design for a structure and reservoir on the Navasota River, Brazos River, Texas. This project is commonly referred to as "The Millican Dam, Brazos River, Texas." The Millican Dam site was abandoned many years ago as being completely unfeasible and numerous other sites have been studied since said time in the lower watershed of the Navasota River.

The Navasota River Improvement Association has constantly and with dedication opposed the various reservoir plans and substitutes therefor that have been kept alive since as early as 1954. During such extended period of time the Association has brought to the Congress and its various committees true information that has been of substantial value in protecting and promoting the interest of all the citizens of this area and the United States. The Navasota River Improvement Association continues its active opposition to the budget request for the following reasons:

1. We are led to believe that studies conducted by the Corps of Engineers indicate, at this time, that the flood control benefits for any of the sites studied are so small and so inconsequential in the overall cost that the laws and regulations as they exist today prevent the Federal Government from participating in the project and its financing.

2. The cost of the project has reached such tremendous amounts of money that the possibility of same being built and wholly being repaid by the Brazos River Authority would be extremely unlikely, if not impossible.

3. The value of the surface of the land involved in any of the proposed reservoirs has now reached a provable figure of $3,000 per acre.

COMMENTS

We argue and insist that the appropriation of any funds for this unneeded, submarginal and questionable project is not justifiable and is contrary to the public interest.

WE OPPOSE THE APPROPRIATION OF $200,000 OR ANY PART THEREOF.

STATEMENT OF JAMES R. BARNETT, EXECUTIVE DIRECTOR, OKLAHOMA WATER RESOURCES BOARD

MR. CHAIRMAN AND MEMBERS OF THE SUBCOMMITTEE, IT IS INDEED A PRIVILEGE FOR ME TO SUBMIT THIS STATEMENT TO EXPRESS THE OKLAHOMA WATER RESOURCES BOARD'S VIEWS ON WATER PROJECTS IN OUR STATE.

I WOULD FIRST LIKE TO EXPRESS MY APPRECIATION FOR YOUR SUPPORT THROUGH THE YEARS AND, PARTICULARLY DURING THIS TIME OF BUDGETARY CONSTRAINTS, FOR THE CONTINUED FUNDING THE CORPS OF ENGINEERS AND BUREAU OF RECLAMATION HAVE RECEIVED FOR CONSTRUCTION OF ARCADIA, MCGEE CREEK AND SKIATOOK RESERVOIRS.

ARCADIA RESERVOIR, A CORPS OF ENGINEERS PROJECT LOCATED IN OKLAHOMA COUNTY, IS LOCALLY SPONSORED BY THE CITY OF EDMOND, WHICH HAS SIGNED CONTRACTS TO REPAY THE COST OF WATER SUPPLY AND ONE-HALF THE SEPARABLE RECREATION COSTS. WITH PROJECT COMPLETION SCHEDULED FOR SEPTEMBER OF 1987, THIS RESERVOIR WILL BE A VITAL SOURCE OF WATER SUPPLY FOR A RAPIDLY GROWING AREA.

THE OKLAHOMA WATER RESOURCES BOARD ALSO ENDORSES CONTINUED FUNDING FOR THE BUREAU OF RECLAMATION'S MCGEE CREEK RESERVOIR PROJECT. SCHEDULED FOR IMPOUNDMENT IN 1985, THE RESERVOIR WILL PROVIDE FLOOD CONTROL, WATER SUPPLY, RECREATION AND OTHER BENEFITS TO SOUTHEASTERN AND CENTRAL OKLAHOMA.

CONSTRUCTION OF SKIATOOK RESERVOIR IN SOUTHEASTERN OSAGE COUNTY IS PROGRESSING SMOOTHLY, WITH CLOSURE AND IMPOUNDMENT OF THE CORPS OF ENGINEERS MULTI-PURPOSE RESERVOIR SCHEDULED FOR THE FALL OF 1984.

FEASIBILITY STUDIES COMPLETED BY THE CORPS OF ENGINEERS INDICATE THAT A REGIONAL WATER SYSTEM COULD BE A VIABLE MEANS OF DISTRIBUTING SKIATOOK WATERS TO DEMAND AREAS. CONSEQUENTLY, THE OKLAHOMA WATER RESOURCES BOARD ENCOURAGES CONGRESSIONAL SUPPORT IN OBTAINING FY84 FUNDING FOR CONTINUING THE NECESSARY DESIGN WORK.

IN ADDITION TO ONGOING CONSTRUCTION, THE OKLAHOMA WATER RESOURCES BOARD HAS IDENTIFIED SEVERAL POTENTIAL RESERVOIR SITES THAT ARE NEEDED TO INSURE OKLAHOMANS OF AN ADEQUATE FUTURE WATER SUPPLY. SEWARD RESERVOIR, A PROPOSED WATER SUPPLY FACILITY IS LOCATED IN A RELATIVELY WATER-SHORT AREA NORTH OF OKLAHOMA CITY ON COTTONWOOD CREEK, AND IS BEING STUDIED BY THE BUREAU OF RECLAMATION. IT IS ANTICIPATED THAT THE PROJECT STUDY CAN BE COMPLETED IN FY84 WITH THE OKLAHOMA WATER RESOURCES BOARD PROVIDING APPROPRIATE IN-KIND CONTRIBUTIONS TO REPRESENT NON-FEDERAL PARTICIPATION. CONSEQUENTLY, THE OKLAHOMA WATER RESOURCES BOARD IS RECOMMENDING CONGRESSIONAL AUTHORIZATION FOR THIS PROJECT NOW AND ADVISING OF OUR INTENTION TO SEEK CONSTRUCTION FUNDING AT A LATER DATE.

THE SECOND POTENTIAL SITE OF IMMEDIATE CONCERN IS PARKER RESERVOIR, A CORPS OF ENGINEERS PROJECT LOCATED ON MUDDY BOGGY CREEK IN THE EAST CENTRAL COUNTIES OF COAL AND HUGHES. OUR AGENCY HAS ALREADY RECEIVED APPLICATIONS FOR ALMOST TEN TIMES THE PROJECTED WATER SUPPLY YIELD OF THE RESERVOIR, THUS DEMONSTRATING THE REAL NEED FOR THE RESERVOIR. THE FEASIBILITY REPORTS FOR THE SITE HAVE BEEN COMPLETED AND WE ARE NOW SEEKING BOTH CONGRESSIONAL AUTHORIZATION AND CONSTRUCTION FUNDING FOR THE PROJECT.

ONE CORPS PROJECT OF HIGH PRIORITY TO THE STATE OF OKLAHOMA IS THE RED RIVER CHLORIDE CONTROL PROJECT, WHICH IS OF INTEREST TO THE STATES OF TEXAS, ARKANSAS AND LOUISIANA AS WELL. UPON COMPLETION, THIS $210 MILLION PROJECT WILL CLEAN UP THE NATURAL SALT SOURCES CURRENTLY RENDERING THE RED RIVER AND SOME OF ITS TRIBUTARIES UNFIT FOR MOST BENEFICIAL USES. THE BROAD-BASED BENEFITS ASSOCIATION WITH THE PROJECT IN TERMS OF WATER QUALITY, FLOOD CONTROL, WATER SUPPLY, ETC., MAKE IT IMPERATIVE THAT IT BE COMPLETED IN A TIMELY MANNER. SOME $50 MILLION OR ALMOST ONE-FOURTH OF THE TOTAL COST HAS ALREADY BEEN APPROPRIATED FOR CONSTRUCTION OF FACILITIES AT AREA VIII NEAR TRUSCOTT, TEXAS. I ENCOURAGE YOU TO SEEK CONTINUED APPROPRIATIONS TO UNDERTAKE CONSTRUCTION AND EFFECTIVE OPERATION OF THE REMAINING SALT SOURCE AREAS.

THE OKLAHOMA WATER RESOURCES BOARD HAS EXPRESSED THE VIEW THAT THE ADDITION OF HYDROPOWER FACILITIES AT W. D. MAYO LOCK AND DAM IS CONSISTENT WITH NATIONAL POLICY AS WELL AS OUR STATE'S OBJECTIVE OF REDUCING DEPENDENCE ON NON-RENEWABLE AND FOREIGN ENERGY RESOURCES.

THE BOARD ALSO SUPPORTS THE CORPS OF ENGINEERS FUNDING REQUESTS FOR IMPLEMENTATION OF TWO FLOOD PROTECTION PROPOSALS. ONE PROJECT INVOLVES THE MINGO CREEK WATERSHED, COVERING A 61 SQUARE-MILE AREA, OF WHICH ABOUT 90% IS WITHIN TULSA CITY LIMITS. MINGO CREEK FLASH FLOODS ARE EXTREMELY HAZARDOUS, CAUSING AVERAGE DAMAGES OF $22.4 MILLION ANNUALLY. THE MINGO CREEK FEASIBILITY SURVEY REPORT COMPLETED IN 1981 PROVIDES A PLAN FOR 100-YEAR PROTECTION ALONG THE STREAM AND ITS TRIBUTARIES. THE BOARD FULLY ENDORSES THE CORPS OF ENGINEERS RECOMMENDATION FOR CONGRESSIONAL AUTHORIZATION OF THIS PROJECT.

THE CORPS OF ENGINEERS HAS COMPLETED AN ADDITIONAL SURVEY REPORT FOR THE FRY CREEK WATERSHED AREA, NORTH OF BIXBY IN SOUTHERN TULSA COUNTY. THE OKLAHOMA WATER RESOURCES BOARD RECOMMENDS AUTHORIZATION OF THE PLAN RECOMMENDED IN THE REPORT IN ORDER THAT FUTURE FLOODING PROBLEMS IN THE AREA CAN BE ALLEVIATED.

DURING THE LAST YEAR, THE OKLAHOMA WATER RESOURCES BOARD INTENSIFIED OUR PLANNING EFFORTS IN SOUTHEASTERN OKLAHOMA, WHERE MANY SMALL TOWNS AND RURAL AREAS ARE EXPERIENCING WATER PROBLEMS OF A VERY IMMEDIATE NATURE. THIS EFFORT HAS BEEN IN CONJUNCTION WITH REDARK DEVELOPMENT, A LOCAL ORGANIZATION AIMED AT UTILIZING THE NATURAL RESOURCES OF SOUTHEASTERN OKLAHOMA TO MAXIMIZE ECONOMIC AND EMPLOYMENT OPPORTUNITIES IN THE AREA. CONSEQUENTLY, THE BOARD RECOMMENDS ADEQUATE FUNDING IN FY84 TO CONTINUE WORK ON DETAILED PLANS OF STUDY FOR EACH OF THREE PROJECT-STUDY AREAS (RED RIVER, EAST CENTRAL AND POTEAU/DEEP FORK), AS WELL AS FUNDING TO INITIATE APPROPRIATE PROJECTS IDENTIFIED WITHIN THE PLANS OF STUDY.

THE LAST THREE AREAS OF INTEREST TO THE WATER BOARD WHICH I WOULD LIKE TO MENTION CONCERN BUREAU OF RECLAMATION STUDY PROPOSALS.

THE ALTUS LAKE RETROP PROJECT WOULD ANALYZE THE POTENTIAL OF MODIFYING ALTUS LAKE IN ORDER TO EXTEND THE ECONOMIC LIFE OF THE LAKE FROM 50 TO 100 YEARS BY PROVIDING ADDITIONAL CAPACITY FOR SEDIMENT ACCUMULATION. ALTUS LAKE, ALSO KNOWN AS LAKE LUGERT LOCATED IN SOUTHWESTERN OKLAHOMA, IS A

VITAL SOURCE OF WATER TO THE AREA. THE BOARD IS OF THE OPINION THAT THE RETROP PROJECT WOULD BE BENEFICIAL IN DETERMINING SOLUTIONS TO EXTEND THE USEFUL LIFE OF THE LAKE.

IN ADDITION, THE BOARD WOULD LIKE TO TAKE THIS OPPORTUNITY TO EXPRESS ITS SUPPORT OF THE BUREAU'S PROPOSED NORTHWEST OKLAHOMA WATER SUPPLY STUDY AND SOUTHEASTERN OKLAHOMA REGIONAL WATER DISTRIBUTION STUDY. BOTH PROPOSALS ARE CONSISTENT WITH THE GOALS AND RECOMMENDATIONS SET FORTH BY THE OKLAHOMA COMPREHENSIVE WATER PLAN. THE BOARD CERTAINLY RECOGNIZES THE NEED TO FIND MEANINGFUL SOLUTIONS TO WATER QUANTITY PROBLEMS IN NORTHWEST OKLAHOMA AS WELL AS FOR THE TREATMENT AND DISTRIBUTION INADEQUACIES SO PREVALENT IN SOUTHEASTERN OKLAHOMA.

IN CLOSING, MR. CHAIRMAN, I WOULD ENCOURAGE CONGRESS TO CAREFULLY CONSIDER THE WATER RESOURCES NEEDS I HAVE MENTIONED. IN ORDER TO ACCOMPLISH THESE GOALS, I PLEDGE THE COOPERATION AND SERVICES OF OUR STAFF TO PROVIDE SUCH IN-KIND CONTRIBUTIONS AS MIGHT BE DEEMED APPROPRIATE. I FURTHER PLEDGE TO WORK DILIGENTLY TOWARDS OBTAINING ANY DIRECT FUNDING AS MAY BE NECESSARY TO PROVIDE THE STATE OR LOCAL SPONSOR'S FAIR SHARE OF PROJECT COSTS.

I WANT TO THANK YOU FOR THE OPPORTUNITY TO SUBMIT THIS TESTIMONY AND AGAIN EXPRESS MY APPRECIATION FOR THE GREAT STRIDES IN WATER DEVELOPMENT THAT THROUGH THE YEARS YOU HAVE MADE POSSIBLE IN OKLAHOMA.

STATEMENT OF W. W. HUMPHRIES, SECRETARY-TREASURER, NAVASOTA RIVER IMPROVEMENT ASSOCIATION

I am W. W. Humphries of Route 3, Bryan, Texas. I am Secretary-Treasurer of the Navasota River Improvement Association. I am also a resident landowner in the area to be inundated by the proposed Millican Dam on the Navasota River. I have appeared before the Committees of Congress regularly and faithfully commencing in the year 1958 and appeared each year thereafter through 1981. In all of these appearances I have attempted to fairly and fully inform this Subcommittee of the existing facts surrounding the development of the Navasota River and its watershed.

In the Spring of 1975, I appeared before the Committees of Congress bringing information regarding the existence of lignite underlying the lands to be inundated by one of the reservoirs being studied. The Texas Municipal Power Agency has completed a lignite-fired electric generating plant identified as The Gibbons Creek Plant at Carlos, Texas. This electric generating plant is now completed and in operation.

In 1977 and 1978, and on April 1, 1980, I advised this Subcommittee of the existence of large reserves of oil and gas in sands which lie at nine to twelve thousand feet (9,000/12,000) throughout most of the area being considered for reservoir purposes.

Since my appearance on April 1, 1980, there have been more than 150 successful oil and gas wells drilled and brought into production in the area to be inundated.

Virtually all of the land involved is under oil and gas leases, and plans for development by major oil companies, such as Getty, Gulf and Amaco, are well-known.

It is our opinion that the Corps of Engineers should use a figure of not less than $3,000 per acre for land acquisition and that any figure less than that indicated would be totally unrealistic and inaccurate.

SUBCOMMITTEE RECESS

Chairman HATFIELD. If there are no further witnesses, then, we will recess until 1:30 in this room.

Thank you very much.

[Whereupon, at 11:30 a.m. the subcommittee was recessed, to reconvene at 1:30 p.m. the same day.]

(AFTERNOON SESSION, 1:45 P.M., THURSDAY, APRIL 7, 1983)

NONDEPARTMENTAL WITNESSES

GARRISON DIVERSION UNIT, NORTH DAKOTA

STATEMENT OF ALLEN OLSON, GOVERNOR OF NORTH DAKOTA

ACCOMPANIED BY:

CHARLES RICHTER, CHAIRMAN OF THE BOARD, GARRISON CONSERVANCY DISTRICT

HOMER ENGLEHORN, MANAGER, GARRISON CONSERVANCY BOARD

Senator ANDREWS [presiding]. The subcommittee will come to order.

The first group we are hearing from today is the Governor of North Dakota and a group from North Dakota, the Garrison Conservancy District, testifying on the Garrison diversion unit.

We are glad to have you here. Welcome to the committee.

Senator Burdick, incidentally, will join us shortly. The President asked me to be at an MX briefing in a few minutes, so I am at a time lag. I hope Senator Burdick will be here soon so I can go to the briefing.

Governor OLSON. Senator, I am Gov. Allen Olson, the Governor of North Dakota. I appear before the subcommittee today in strong support of the President's proposed budget of $22 million and for the continuing construction of the Garrison diversion unit of the Pick-Sloan Missouri program and to ask for the favorable recommendation to the full Committee on Appropriations.

The request represents funds which will continue construction on those features of the authorized project contained in phase I. Phase I provides for the construction of principal supply works and the development of 85,000 acres of irrigation within the Missouri River basin and does not, I emphasize, does not involve the transfer of Missouri River water into Canada.

Canada's concerns have been fully respected and are being responded to through the formal consultation process between the two national governments.

I might add, Senator, that the latest of those consultations will take place about April 10.

It is possible to proceed for the first time in 20 years with substantial construction as indicated by the President's recommendations. The litigation which prevented construction progress in the past has been resolved in a manner favorable to the project.

Believe me, Senator, the recent construction contracts let in North Dakota for the Garrison project have been most welcome. It means progress on this much-needed project and jobs for citizens of North Dakota and the region.

Progress has been made during the past year to resolve the issues surrounding wildlife mitigation and enhancement. Through the efforts of a State and Federal working committee, a new wildlife plan has been developed which first rejects the use of condemnation for mitigation of land; second, it relies on willing sellers of lands; third, it utilized the fish and wildlife habitat evaluation process to assure the plan is biologically sound; and fourth, it recommends the use and intensive management of land now in public ownership; and then finally, provides for State and Federal approval of the plan before implementation. A draft environmental impact statement has been prepared and circulated for public comment on phase I development within the Missouri River basin and the proposed new wildlife plan for phase I.

Senator, North Dakotans, as you know, are often critized for not doing enough to protect wildlife habitat, primarily that habitat necessary for waterfowl protection. The Federal Government has acquired, to date, in North Dakota, approximately 5.2 million wetland and associated upland acres by easement and fees. This represents 70 percent of all the land acquired in seven States for wild waterfowl protection.

About this time of the year, millions of ducks and geese forage in a sort of gleeber fashion on the harvested corn and grain fields of North Dakota on their way into Canada.

Farmers and ranchers of my State have shown a continuing responsiveness to the need for wildlife habitat. As of today, 112 North Dakota landowners have notified the Bureau of Reclamation they are willing to negotiate for the sale of approximately 52,000 acres of wetlands for use to meet the requirements of the phase I wildlife plan. Several thousand acres already have been acquired; these new acres represent twice the amount necessary to complete a sound mitigation and enhancement plan.

The Pick Sloan plan for a comprehensive development of water resources of the Missouri River basin was approved by Congress through the Flood Control Act of 1944. It has prevented more than $5.5 million in flood damages through the Missouri River system as a result of the existing reservoirs in North and South Dakota and in Canada. Navigation improvements have been in place for decades below Sioux City. In 1979, approximately 12.4 million kilowatt-hours in hydroelectric power were sold and distributed throughout the region, of which only 8 percent was distributed in North Dakota. All these benefits are in place, returning millions of dollars annually to the Federal Treasury.

The Congress recognizes the important role North Dakota played in the development of the Pick-Sloan Missouri basin program in the 1965 Garrison Act, which states:

> . . . The fundamental commitment of the Flood Control Act of 1944 should be recognized. It amounted to a compact ratified by Congress, assuring the upper basin States that their sacrifice of productive lands to provide benefits for the lower basin would be compensated for by full development of other potentialities in the upper basin States (S. Rept. 470, 89th Cong., 1st Sess. 3 (1965)).

I think you are very familiar with that particular act, Senator Burdick. You were instrumental in passing it.

My policy statement on Missouri River water use dated January 28, 1982, recognizes the Flood Control Act of 1944 as effecting a major allocation of the waters of the Missouri River among the basin States. This position was recently adopted and affirmed by the 48th legislative assembly, now in session in my State, through S. Con. Res. 4011. A copy is attached to my prepared statement. I have also included with my statement S. Con. Res. 4031 recently adopted by the legislative assembly urging the adoption of the State's proposal for phased development of the Garrison project.

Those features presently under construction and to be constructed have the potential to benefit the water resource needs of South Dakota in the James River basin. This committee will recall Governor Janklow's testimony last year in support of Garrison funding. It is my understanding that the committee will be receiving a written statement of support for Garrison funding from the South Dakota Oahe Conservancy District executive officers.

In closing, I want to thank you and all the members of the committee for faithful support of my State's determined effort to bring about the distribution of Missouri River water to its farms and cities. Your support is greatly appreciated by the vast majority of North Dakotans who recognize the importance of this project.

I respectfully request that you give favorable consideration to the President's budget request for construction of the Garrison project as a continuing commitment to the completion of the Pick-Sloan program.

We are confident, and there is no question that the people of North Dakota, a substantial majority of the people of North Dakota, continue to support this project, recognizing that the Pick-Sloan development is a comprehensive project for the upper Missouri River basin; that the dams in North Dakota, South Dakota, and Montana have prevented flooding downstream.

We have developed hydroelectric power for the region. We have contributed significantly without any return on the contract that we made with the United States for development and for a share of the development of the waters in the Missouri River.

Also, I have submitted several resolutions from the State legislature for the record.

I would be happy to respond to any question that you have.

[The resolutions follow:]

RESOLUTION OF NORTH DAKOTA STATE SENATE AND HOUSE OF REPRESENTATIVES

SENATE CONCURRENT RESOLUTION NO. 4011

(Senators Redlin, Nething)
(Representative Strinden)

A concurrent resolution endorsing Governor Allen I. Olson's position regarding the priorities and uses of the waters of the Missouri River.

WHEREAS, the water of the Missouri River is of vital importance to the people of North Dakota; and

WHEREAS, the Flood Control Act of 1944 as amended by Senators O'Mahoney and Milliken assured all ten states within the Missouri River Basin of equal benefits under a control and management program, which came to be commonly known as the Pick-Sloan Plan; and

WHEREAS, the Pick-Sloan Plan provided for major flood control benefits, recreational benefits, power supply benefits, and certain navigational benefits for states lying below Sioux City, Iowa through construction of large reservoirs in states lying above that point; and

WHEREAS, the Pick-Sloan Plan provided that in return for the sacrifices of land necessary to accommodate the flood control reservoirs, the states lying above Sioux City, Iowa would be assured of major irrigation and municipal water supply benefits as well as recreational and power supply benefits; and

WHEREAS, the flood control reservoirs have been in place since 1953 thus providing the downstream states all the benefits promised in the Pick-Sloan Plan for the past 30 years; and

WHEREAS, little or no development promised by the Pick-Sloan Plan has occurred in North Dakota despite great efforts by legislative assemblies, governors, and state officials and despite continuing strong support by the citizens of the States; and

WHEREAS, there now appears to be a growing reluctance on the part of some downstream states to continue their commitment to the development of the Pick-Sloan Plan; and

WHEREAS, Governor Allen I. Olson presented a position statement to the ten governors of the Missouri Basin states on January 28, 1982, that the action by Congress embodied in the Flood Control Act of 1944, as amended, resulted in a major 'allocation' of the waters of the Missouri River among the basin states. Completion of the Pick-Sloan Missouri Basin program, of which the Garrison Diversion Unit is an integral part, is a matter of priority. Any attempt to change the allocation of the waters already approved by Congress is considered not to be in the best interests of the state.

NOW, THEREFORE, BE IT RESOLVED BY THE SENATE OF THE STATE OF NORTH DAKOTA, THE HOUSE OF REPRESENTATIVES CONCURRING THEREIN:

That the Forty-eighth Legislative Assembly does hereby endorse and adopt the position statement presented by Governor Allen I. Olson to the ten governors of the Missouri Basin states on January 28, 1982, which reads:

GOVERNOR'S POLICY STATEMENT - MISSOURI RIVER WATER USE

The Pick-Sloan Plan for comprehensive development of the water resources of the Missouri River Basin was approved by Congress on December 22, 1944. This important legislative act is now commonly referred to as the Flood Control Act of 1944.

It is actually a combination of two plans developed separately to recognize the widely varying differences which exist between the upper basin states and the lower basin states. Neither the Corps of Engineers Plan (Pick), which was directed primarily at flood control and navigation for the downstream states, nor the Bureau of Reclamation Plan (Sloan), which provided for preservation of sufficient waters for irrigation and other uses essential to the economy of the arid and semiarid upper basin states could muster sufficient congressional support for passage. When this became obvious to congressional leaders and the citizens in the basin, the two plans were combined and submitted to Congress in November 1944, and enacted into legislation the following month.

As adopted, the law contains unique guarantees relative to ensuring equitable distribution of the benefits of the program. Residents of the lower basin are to receive flood control, stabilized water for domestic and industrial uses, stream sanitation and navigation within specified limitations. Citizens of the upper basin are to receive sufficient water for irrigation uses and other certain beneficial consumptive uses in accordance with a specific provision, the O'Mahoney-Millikin Amendment, which limited the use of waters for navigation to that amount which would not conflict with those enumerated upstream beneficial uses.

The O'Mahoney-Millikin Amendment was directed toward the preservation of sufficient quantities of water to provide for economic development and public use for the citizens of the upper basin states. Its focus was on irrigation development because of the agricultural nature of the states involved. It contains the following language:

> The use for navigation of waters arising in states lying wholly or partly west of the ninety-eighth meridian shall be only such as does not conflict with any beneficial consumptive use, present or future, in states lying wholly or partly west of the ninety-eighth meridian of such waters for domestic, municipal, stockwater, irrigation, mining, or industrial purposes.

The Missouri River is a "gaining" river - it more than doubles in flow from Sioux City to its juncture with the Mississippi River. The impoundments in the upper basin are a stabilizing factor on long-term flows and navigation has benefited greatly from their construction and will continue to benefit even when the upper basin states have realized the benefits assured under the Pick-Sloan Plan.

It is the official policy position of the Governor of North Dakota that the action by Congress embodied in the Flood Control Act of 1944, as amended, resulted in a major allocation of the waters of the Missouri River among the basin states. Completion of the Pick-Sloan Missouri Basin program, of which the Garrison Diversion Unit is an integral part, is a matter of priority. Any attempt to change the allocation of the waters already approved by the Congress is considered not to be in the best interests of the state.

We are willing to contribute the effort necessary to assist in coordination of the actions of individual states to assure that maximum benefits are realized for all states consistent with the provisions of the 1944 Flood Control Act; and

BE IT FURTHER RESOLVED, that copies of this resolution be forwarded by the Secretary of State of North Dakota to the North Dakota Congressional Delegation, United States Secretary of the Interior, and to the governors of the ten states comprising the Missouri River Basin.

RESOLUTION OF NORTH DAKOTA STATE SENATE AND HOUSE OF REPRESENTATIVES

SENATE CONCURRENT RESOLUTION NO. 4031

(Senators Redlin, Nething)
(Representative Strinden)

A concurrent resolution concerning the phased development of the Garrison Diversion Unit.

WHEREAS, North Dakota has supported the concept of multiple use Diversions from the Missouri River from the time of statehood; and

WHEREAS, the Flood Control Act of 1944 first authorized the development of a million acre reclamation project for North Dakota; and

WHEREAS, the Act of August 5, 1965, "confirmed and approved" the general plan originally authorized in 1944 and directed the Secretary of the Interior to proceed with the initial 250,000 acre stage of the Garrison Diversion Unit; and

WHEREAS, the Garrison Diversion Unit promises to enhance the agricultural productivity of the state, assure adequate supplies of Missouri River water for urban and rural water systems, provide recreational opportunities and provide fish and wildlife enhancement; and

WHEREAS, Congress recognized that the Garrison Diversion Unit should be developed in stages; and

WHEREAS, the International Joint Commission has reviewed the Garrison Diversion Unit and recommended that "those portions of the Garrison Diversion Unit which could affect waters flowing into Canada not be built at this time" but the Commission did not object to continued construction of unit features which would not affect waters flowing into Canada; and

WHEREAS, the Garrison Diversion Conservancy District board of directors has recommended that the Secretary of the Interior continue development of initial stage features which would not affect waters flowing into Canada; and

WHEREAS, the Legislative Assembly expressed its support of phased development of the Garrison Diversion Unit in 1981 Senate Concurrent Resolution No. 4038; and

WHEREAS, the United States has informed Canada that it is now considering developing the Garrison Diversion Unit on a phased basis incorporating the recommendations of the International Joint Commission; and

WHEREAS, North Dakota and the United States have jointly developed a mitigation plan for the first phase of the Unit which is based upon utilization of existing federally owned land and purchases of wildlife habitat from willing sellers; and

WHEREAS, continued delays in the development of the Garrison Diversion Unit have deprived the state of promised economic development along with related environmental and social stability, have increased project costs, and threaten the loss of Missouri River water to downstream users;

NOW, THEREFORE, BE IT RESOLVED BY THE SENATE OF THE STATE OF NORTH DAKOTA, THE HOUSE OF REPRESENTATIVES CONCURRING THEREIN:

That the Legislative Assembly does hereby commend the appropriate state and federal agencies for the progress made within the past two years to resolve the several controversies concerning the Garrison Diversion Unit; and

BE IT FURTHER RESOLVED, that the Legislative Assembly urges the Secretary of the Interior to fully adopt the state's proposal for phased development of the Garrison Diversion Unit and to proceed with expedited construction of the proposed first phase; and

BE IT FURTHER RESOLVED, that copies of this resolution be forwarded by the Secretary of State to the North Dakota Congressional Delegation and the United States Secretary of the Interior.

Senator BURDICK [presiding]. I am certainly glad that you are here, Governor, and Mr. Richter.

At this time, I think Senator Andrews has several questions.

Senator ANDREWS. Let me ask just a couple of questions, Senator, and then I will leave him in your good hands.

There is no difference, in my opinion, between my colleague on the other side of the aisle and myself for this long-needed and very beneficial project for our State.

PROJECT ALTERNATIVES AND OPPOSITION

Governor, yesterday a representative of special interest groups, the National Audubon Society, testified before us opposing the Garrison diversion irrigation project. Mr. Petersen stated that discussions have been had with you relative to alternatives to the present authorized project.

Have you had any such discussions, and have any alternatives been suggested to you by Mr. Petersen?

Governor OLSON. Several months ago, former Governors Bill Guy and Art Link and I were here. I might mention that I am a Republican; they are Democrats, and that, I think, indicates the solid bipartisan support for the project. We were here, and we talked with a number of people.

We did have a brief discussion with Mr. Petersen. We took that opportunity to show Mr. Petersen a map of North Dakota, indicating the over 5 million acres of North Dakota land that has been devoted to the protection of waterfowl, to remind him of the major contribution that the State of North Dakota had made and, hopefully, convince him of the merits of this project and to ask that the Audubon Society please exercise restraint and good common sense in its position relative to the project.

The discussion was very brief. Mr. Petersen was resistant to our requests. No alternatives were offered at that time, and no alternatives have been offered so far as I know.

Senator ANDREWS. He made, also, a number of statements that just last year some opponents to the project were elected to the board of directors of the Garrison Diversion Conservancy District. We are rather proud in North Dakota of having an elected board to run this project. Of course, there are always differences of opinion.

Chairman Richter, this was not the first time in which project opponents were elected to the board, was it?

Mr. RICHTER. No.

Senator ANDREWS. As a matter of fact, were any project opponents defeated?

Mr. RICHTER. Yes.

Senator ANDREWS. So actually, there were some opponents that were defeated and some were elected, but the board is, as I understand it, overwhelmingly in support of the project as it always has been.

Mr. RICHTER. That is correct.

Senator ANDREWS. Governor, you have held the office of the attorney general and Governor for about 10 years now. Have there been opponents to the project in previous elections, or was this last election the first time that occurred?

Governor OLSON. There have always been opponents to the project. As I believe both of the Senators know, they have been in a clear minority. The situation has not changed.

The resolutions that the sitting legislature passed recently, two resolutions, both in direct support of the continuation of this project, resulted in a typical vote of about 4 to 1 in their favor.

Senator ANDREWS. As a matter of fact, I understand there was a vote in the legislature on a resolution that was introduced to study alternatives to the project. What was the vote on that resolution calling for alternatives to the authorized project?

Governor OLSON. That was one of the two resolutions that I just referred to, Senator, and both were defeated by a 4-to-1 margin, and that was typical, and it indicated, about the relationship, the ratio of opposition to support for the project that I have experienced in the 10 years that I have been associated with the project in public life in North Dakota.

I would make an educated guess at this point that having the tremendous contact with the people of North Dakota and also having access to a form of polling results, that well over 65 percent of the people of North Dakota continue to give strong support for the Garrison diversion project.

Senator ANDREWS. You and Senator Burdick and I have been successful in the polls in North Dakota on quite a few occasions, but I don't think any of us quite reached that 4-to-1 margin. We would be happy if we could get support like that.

Let me ask one final question and I will leave you in the competent hands of my good friend and senior colleague.

PROJECT COST INCREASES

The witness also mentioned that the estimated cost of the project has gone up. Can either of you explain the increase and the estimated cost of the project?

Governor OLSON. Senator, as all of the costs of government and activities in the private sector, they have responded to inflation no more and no less than any other type of similar activity.

I recognize that in the 10 years, again, that I have been associated with the project, that its costs are estimated from some $600 million up to close to $1 billion; that has been an accurate reflection of the increased costs of doing business in this country generally. It is inflation.

Senator ANDREWS. Then actually, a large amount of the shared responsibility for the increase in costs would lie in the hands of those who have fought the project and slowed it down in the last 5 or 6 years in the courts?

Governor OLSON. There has been no question that millions of dollars has been spent in the excesses prompted by the slowdown and all of the responses that have been required.

Senator ANDREWS. Apparently, at least according to these folks who testified yesterday, the Department of the Interior is using the wrong discount rate in computing the benefit-cost ratio.

Am I correct in my recollection that this discount rate was not established by the Department but, rather, by the Congress when we authorized the project in 1965?

Governor OLSON. I refer to, now, my time as attorney general when we were immersed in the legalities of this project, including the discount rate. There is no question, Senator, that the discount rate was required and established by the U.S. Congress.

Senator ANDREWS. And it was established by Congress in 1965. I thought so. As a matter of fact, I was the author of that bill. Senator Burdick was a cosponsor of it back then, and it was quite specific, and it was the wish of Congress that that specific discount rate was set up.

Senator, thank you very much.

Senator BURDICK. Thank you.

Governor OLSON. Senator, I think you know that Mr. Richter is here, the chairman, but he has not had a chance to testify yet.

Senator BURDICK. I realize that. This would be a good time for you to testify, Mr. Richter.

STATEMENT OF CHARLES RICHTER, CHAIRMAN OF THE BOARD, GARRISON CONSERVANCY DISTRICT

Mr. RICHTER. Thank you, Senator and members of the subcommittee. I am Charles Richter of North Dakota. As chairman of the board of directors of the Garrison Conservancy District, I am the authorized spokesman for the district on this morning's matter of appropriations with which to continue our program during fiscal year 1984.

Mr. Chairman, the board of directors is pleased to support the President's budget of $22,330,000 for fiscal year 1984. This amount of money is at a level which will allow the Bureau of Reclamation to work at total capacity and let us go forward with a balanced, well-conceived, reasonable program of construction.

At this point, let me express the appreciation of the conservancy district for the cooperation of the Department of the Interior in making funds available under the continuing resolution so that we will be ready to use the 1984 money constructively.

For the first time in over 8 years, our legal challenges facing the project have been dismissed. At the present time, we have won all of the lawsuits that have been filed against us for whatever reason. What we need now is for the President's budget to be enacted into law so we can move full speed ahead on the first phase of an 85,000-acre development which can be served without impacting the Canadian draining system.

Senator Burdick, there are other good signs on the horizon. The joint Federal-State task force on mitigation for the 85,000-acre phase I has put together a plan which has been approved by Governor Olson and the conservancy district and been sent forward to Secretary Watt for his review.

We understand that the Secretary's initial reaction to the plan was one of considerable satisfaction. We are eagerly looking forward to Secretary Watt's final approval of the plan and his publication for additional public comment. One of the major features of the plan is that mitigation lands must be acquired from willing sellers as distinct from acquisition from eminent domain.

It is a pleasure to tell you that we already have 112 offers from willing sellers to sell 51,810 acres of land for mitigation. We think this sort of lays to rest another issue which is bothering the conservancy district and the State in the past.

Also, at a recent joint meeting between the executive board of the Garrison Conservancy District and your counterpart, we have assured the State of South Dakota of our cooperation and we will cooperate and work together to deliver water to the Garrison division units to the James River basin of South Dakota as a feasible means of augmenting the water resources of eastern South Dakota from the Missouri River.

The conservancy district in the State is working closely with the Department of the Interior in the consultation process on the concerns of Canada. We are certainly willing to continue this process and are especially hopeful that with this approproation, we will be able to develop fully the 5,000-acre test site and whole section which we feel will give us scientific data which will answer many of the questions which have arisen in these negotiations.

The conservancy district is not only pleased to participate, but has invited Canadian technicians to be part of that process.

I might add the conservancy district continues to take positive action by sponsoring and funding a new set of plans on biota transfer. This is being done cooperatively by scientists from the University of North Dakota and the North Dakota State University.

Mr. Chairman, this appropriation will also mean that money spent on construction features of the project will be very effective in providing employment opportunities for North Dakotans and those in the surrounding areas at a time when unemployment has taken a rise in North Dakota, this money could have a significant impact on the work force of our construction industry.

There are many good things that I can tell you about our project, but the senior members of the committee have heard them before, or we would not have enjoyed your support for years.

The conservancy district wants to take this opportunity to thank this committee for the support it has given to the Garrison project in the past. We want you to know we cherish this support and trust we will continue to have it in fiscal year 1984 and the years to come.

Thank you.

Senator BURDICK. Thank you, Mr. Richter. I want the record to show that you are chairman of the board of directors of the North Dakota Conservancy District as you have already stated, and that you are very familiar with this project.

WATER SUPPLY FEASIBILITY STUDY

Governor, let me begin my questioning with you.

Much has been made of the fact that a few of the approximately 30 cities which have requested feasibility studies of municipal water supply systems have decided not to proceed beyond the feasibility study stage.

I have three questions related to this: First, would you explain the purpose of the feasibility study in this regard? Second, do you regard it as a negative factor that several communities determined that they should not avail themselves of this source of water? And third, are the municipal and industrial water supply features of the project of continuing interest and importance to North Dakota and its cities?

Governor OLSON. Senator, thank you. A feasibility study is a feasibility study; the purpose is to find out if you have an interest; whether, in fact, you want to carry out and implement that interest.

In the case of municipalities in relationship to this project, some 30 conducted feasibility studies. Some three or four decided, after determining and judging and questioning whether, in fact, they would benefit from it, they could not. That is the purpose.

But a great number of the municipalities concluded that they can benefit from this project, and the municipal and industrial benefits of this project continue to be of great importance to a State like North Dakota that has been, in its history, almost totally dependent on the price of wheat.

We want to diversify our economy. We want to do it with stable industrial and business expansion. This is an important feature of the project.

Yes, of course, these municipalities, many of them, determined they could use this water for municipal and industrial uses, and any suggestion to the contrary is totally unfounded.

Senator BURDICK. Governor, since you have been elected to statewide office three times, you would be a pretty good judge of public opinion. Are you aware of any polls in which questions were asked relative to the Garrison project, and if they were, what did those polls show?

Governor OLSON. Senator, those polls—you occasionally test the waters back home, both by checking with your friends around the State as well as a formal polling process. I do it; you do it in public life these days. There is no question that a substantial majority of the people of North Dakota continue to give strong support for this project. Again, any suggestion to the contrary is intended to mislead this body and a larger body of the U.S. Congress.

Senator BURDICK. Governor, since you mentioned my polls, I will report that they showed substantially the same as yours.

Governor OLSON. Good.

IRRIGATION NEEDS

Senator BURDICK. Governor, you served as chairman of the North Dakota Water Commission. Concerning the issue of irrigation permits, do you know the number of farmers awaiting irrigation?

Governor OLSON. I don't know the precise number. I did not know that the question would be asked, but I can, with substantial accuracy, tell you that there are 600 or 700, I believe, that would have applied for permits in connection with this project.

Our groundwater irrigation is growing in the State, and we have a strong and effective water code to conserve our ground water. We are expanding our irrigation, but we still remain far behind other rest and reformation States of the benefits that are provided by projects like the Garrison diversion project.

Senator BURDICK. I wonder, Governor, when you get back to the State, let us know how many permits there are and if there has been a particular trend in either direction on applications.

Governor OLSON. Excuse me, Senator. I checked with our State representative who is here with me. We will provide the information you have requested regarding the specific number of permits.

[The information follows:]

LETTER FROM VERNON FAHY, ENGINEER, NORTH DAKOTA STATE WATER COMMISSION

April 18, 1983

The Honorable Quentin N. Burdick
United States Senate
451 Russell Senate Office Building
Washington, D. C. 20510

Dear Senator Burdick:

This is to provide the information you have requested for the hearing record on the Garrison Diversion Unit appropriation for first phase development.

As you may recall, the opposition stated that there was little or no interest in irrigation in this state and that this was evident because only 200,000 acres were being irrigated from a possible potential of several million. The opposition statement displayed a remarkably high degree of ignorance concerning irrigation development in North Dakota.

In 1972, there were approximately 70,000 acres of irrigation in the state with much of it being from surface water sources. About that time, we finished the county-wide ground-water studies in the south central and southeast part of the state which made detailed information available concerning the ground-water availability in these areas. Landowners immediately started filing applications for irrigation water permits. At the end of 1982, there were 206,700 acres being irrigated.

There were no federal subsidies available to these farmers to help defray costs of wells and sprinkler equipment but large numbers of them made the investment then and continue to do so now.

Early in our water management planning, we decided that the resource must be protected for future generations so we adopted a very conservative approach to permit administration. We decided that we would issue permits in such a manner that the ground-water aquifer would not be depleted. In other words, we decided to limit permits in a given aquifer so that withdrawals would not be greater than the natural recharge.

We require all wells except domestic wells to have meters or other suitable measuring devices so that the amount of water withdrawn is a matter of record. We require permits to be obtained by users that restrict not only the total annual use but also the rate at which that amount of water can be pumped.

No other western state has this extremely strict administrative program for water use.

Because of the conservative nature of our program a potential water user may face lengthy delays in receiving action on a permit application. Test drilling, aquifer analysis and pump tests to determine spacing must all precede permit approval. Our laws give preference to senior appropriators so we must determine whether or not they will be adversely impacted by a new appropriator.

Since 1975, we have approved 1131 permits and we have 290 held in abeyance while we are completing studies relative to their impacts upon the resource and senior appropriators.

We have a strong, enthusiastic irrigation association in this state and a very high interest in it among the farmers and the business community. The economy has effected the investment in works for irrigation but not the interest in it.

Undoubtedly, if we were administering our ground-water programs as is done in many western states, we would have significantly more acres under irrigation. We feel this would be cheating the farmers of the future so we are restricting development to preserve the resource.

The experience of the private irrigators has helped tremendously to sustain the interest in development of the Garrison Diversion Unit. The benefits of irrigation are being well demonstrated in North Dakota and landowners who will receive water from the Garrison Project are eagerly awaiting the opportunity to receive its benefits.

Our records are open to examination by the public and we would be happy to provide the opportunity to anyone who wishes to review them. These records will show that the opposition statements were unfounded and that interest in irrigated agriculture in North Dakota remains high.

Sincerely,

Vern Fahy

Vern Fahy
State Engineer

Senator BURDICK. Thank you. Does this indicate in any way any reluctance on the part of our farmers to undertake the additional capital investment required for irrigation?

Governor OLSON. I would say, "No." I am sure there are some exceptions, Senator, as there are to virtually everything these days. But again, the substantial majority of the people would have no hesitation to take that risk.

Senator BURDICK. Mr. Richter, what has been the experience of the conservancy district with respect to forming interest in irrigation? Have you any difficulty in getting farmers to sign up or how has their interest been shown?

Mr. RICHTER. No, Senator. The people with irrigable land are very solid behind us for this project.

MITIGATION PLAN FOR PHASE I

Senator BURDICK. It is my understanding that the Federal-State Mitigation Committee recently completed a revised mitigation plan for phase I of the Garrison diversion project.

Governor, what is the current status of this plan?

Governor OLSON. We had very encouraging cooperation with the Federal agencies involved. We have developed a plan and submitted it to the Interior Department.

It has received favorable response there. It will be advertised for public hearing shortly, and the public will have an opportunity to respond or take some very innovative approaches to some very significant problems that we have encountered with mitigation issues in this project, and we believe that it will provide the appropriate answers and responses to those problems.

We are very, very pleased that it was a refreshing approach to have that kind of support and cooperation we have had.

Senator BURDICK. That means the State is in agreement?

Governor OLSON. You bet.

Senator BURDICK. Does the Fish and Wildlife Service agree with it?

Governor OLSON. Yes.

Senator BURDICK. Has there been any plan implemented on this finding?

Governor OLSON. Have there been any what, sir?

Senator BURDICK. Has there been any plan implemented?

Governor OLSON. Yes. Well, the plan has not been implemented, but it has been prepared and is ready for implementation provided it receives final approval.

Senator BURDICK. Is there any reason why the mitigation features of the project should proceed ahead of the project construction primary features?

Governor OLSON. No, and that was not the intent of Congress. No. The fiscal length, because of the circumstances we have encountered over the last 6 or 7 years, that has been the fact.

IMPACT OF PROJECT ON CANADA

Senator BURDICK. A group that appeared in opposition the other day seemed to imply some devious motive in the decision to proceed with the construction of Lonetree Dam; that somehow we are reneging on commitments made to the Government of Canada.

Isn't it a fact that the current design of Lonetree Dam meets all of the conditions laid down by the International Joint Commission?

Governor OLSON. Absolutely. I was counsel for the State of North Dakota in the deliberations of the Commission, and the requirements were met and complied with. There are ongoing discussions. In fact, the discussions between the two countries involved—the United States and Canada—take place again in a few days.

Lonetree complies with the conclusions of the scientific study that was conducted under the Joint Commission.

Senator BURDICK. Are you aware of anyone advocating that we proceed with the construction of any project features which would violate the Boundary Waters Treaty of 1909?

Governor OLSON. Absolutely and most emphatically not. I and my predecessors and the Governor's office of North Dakota made public and sincere assurances to Manitoba Province and the country of Canada. To the extent that it was relevant, the United States has made those same representations, and we simply cannot, under the treaty between the two countries; no.

We are not going to violate the terms of a relationship between the United States and Canada on this matter.

Senator BURDICK. I presume you are aware, Governor, of the several assurances our State Department has given the Government of Canada that we recognize our treaty commitments?

Governor OLSON. Yes, yes. I am intimately acquainted with them.

Senator BURDICK. And through this whole process that has been our plan?

Governor OLSON. Yes.

Senator BURDICK. I want to thank you, Governor, for your testimony this morning and I thank you, Mr. Richter, for yours as well.

Governor OLSON. Senator Burdick, may I just ask your indulgence for a moment more? We have with us in the hearing room today a representative of the Oahe Conservancy District in our sister State of South Dakota, Mr. Pat Sieh. Might he have a moment to tell you about that organization?

Senator BURDICK. Certainly, certainly.

Would you identify yourself, please?

STATEMENT OF PATRICK SIEH, OAHE CONSERVANCY DISTRICT OF SOUTH DAKOTA

Mr. SIEH. My name is Patrick Sieh, and I am a representative from the Oahe Conservancy District Board in the State of South Dakota. I am an elected official of that board.

Recently, we passed a resolution on the part of the Garrison diversion project in North Dakota. I guess we feel that construction of the project in North Dakota can help benefit South Dakota as much as North Dakota in the fact that as I came here to Washington, my land is being flooded because of the James River.

We feel that with the completion of phase I of the Garrison unit from the Missouri and James Rivers, it can also supply water to us in the summer months for irrigation and, maybe down the road in a few years, we can also modify that.

I think there was a plan for some of the 85,000 acres of irrigation with the Garrison extension completed.

Today, our board is in support of this. A majority of the directors—and I have a resolution passed by the board; I would like to submit that if I could.

Senator BURDICK. Without objection, the resolution will be made a part of the record.

[The resolution follows:]

RESOLUTION OF SUPPORT

Whereas, Construction of the Garrison diversion unit is an obligation of the United States to the State of North Dakota and other upper Missouri basin States, and

Whereas, The Garrison extension project cannot become a reality in South Dakota without completion of the Garrison diversion unit, and

Whereas, South Dakota officials have been assured that no wildlife mitigation will occur in South Dakota for construction of the Garrison diversion unit in North Dakota, and

Whereas, Current studies indicate that the Garrison diversion unit and Garrison extension can be managed to reduce spring flooding along the James River in South Dakota and to supplement badly depleted flows of the James River during the summer months in South Dakota, and

Whereas, South Dakota cities and landowners in the James River basin are in need of additional flows in the James River during much of the year, and

Whereas Existing water rights on the James River exceed existing supplies in the river, and

Whereas, Agricultural irrigation is everywhere in the United States recognized as a beneficial use of water, and

Whereas, All citizens of the States of North and South Dakota will benefit directly or indirectly from water development in the upper Missouri basin, and

Whereas, The people of the United States have long recognized the national benefits of federally supported water development in the western United States,

Now therefore be it resolved, that the Oahe Conservancy Sub-District of South Dakota supports President Reagan's budget request of $22.3 million for the Garrison diversion unit in fiscal year 1984 in continuing recognition of the Federal Government's obligation to the upper Missouri basin States.

Adopted this 22nd day of March 1983.

Mr. SIEH. Other than that, we have thought about irrigation, and I think that is very important because we live in a semiarrid State. North Dakota is just like South Dakota.

In fact, I had a wonderful wheat crop, but I didn't have any corn, because it all dried up because of lack of water. I think that costs as much as anything.

I would like to thank you again.

Senator BURDICK. Perhaps your resolution states the harmony on the board and they are all elected officials. How many are on your board?

Mr. SIEH. Eleven.

Senator BURDICK. And they are all in agreement?

Governor OLSON. Governor Janklow appeared with me in support of the proposal last year. He will be submitting a written supportive statement this year. I think Mr. Sieh's testimony reflects South Dakota's substantial interest in the project.

Senator BURDICK. Without objection, his statement will be made a part of the record when received.

It will be in about a week or so?

Mr. SIEH. Yes.

Let me say, I was just elected this fall when I ran on the fact that we wanted some of the Garrison extension in South Dakota. I made that very clear, and the people responded favorably in electing me to that post.

Senator BURDICK. Governor, do you have anything else?

Governor OLSON. No, sir. Thank you.

Senator BURDICK. Thank you very much.

CALIFORNIA NAVIGATION PROJECTS

STATEMENT OF ROBERT LANGNER, EXECUTIVE DIRECTOR, CALIFORNIA MARINE AFFAIRS AND NAVIGATION CONFERENCE

Senator BURDICK. Our next witness will be Mr. Robert Langner, executive director of the California Marine Affairs and Navigation Conference.

Mr. LANGNER. Good afternoon, Mr. Chairman.

Senator BURDICK. Welcome to the committee.

Mr. LANGNER. It is a pleasure to appear here with silver anniversary testimony. The year 1983 marks the 25th annual consecutive appearance of this witness before your committee to explain our mission and requests and present our recommendations about the California navigation projects.

We have before you testimony which I would like to introduce into the record with your permission, sir, containing recommendations which have been adopted by our full statewide organization of deep draft, shallow draft, and related interests of California.

[The statement follows:]

STATEMENT OF ROBERT H. LANGNER, EXECUTIVE DIRECTOR, CALIFORNIA MARINE AFFAIRS AND NAVIGATION CONFERENCE

It is a deep, personal pleasure to appear this year with "silver anniversary" testimony. 1983 marks the 25th consecutive, annual appearance of this witness before your Committee, to explain our mission and request, and to present our recommendations on behalf of California navigation and related projects.

Today, as in past years, C-MANC comes before you as a statewide, fully representative organization, on behalf of deep draft and shallow draft ports and harbors, beach erosion projects, and related studies, construction and maintenance projects. This meeting room, and indeed, the Rayburn House Office Building, a the number of witnesses and representatives whom we will present or introduce, and the range and variety of projects commented on, are constrasted with those of my 1959 testimony.

Meeting then in retrospect in what seemed to be the bowels of the Cannon House Office Building, before the legendary Chairman Mike Kirwan, in a smoke-filled room complete with public telephone booths along the back wall, I was the sole witness on behalf of a variety of Northern California projects. Since then, the San Francisco Bay Region Marine Affairs Conference — at the behest of Governor "Pat" Brown, Senator Clair Engle and other members of the California Delegation — grew to be the state-wide, representative organization for all port projects, and subsequently, to include beach erosion and related, non-navigational coastal needs.

There are other dissimilarities between testimony a quarter a century ago and today: Reviewing my first statement, I note that we came out "four square" for the President's submitted budget (as we do today) but also, endorsed and supported the Corps of Engineers full capabilities for the projects of our membership.

Today, life is far more complicated and semantics more important! "Capabilities" are a moveable feast, and the schedule of our recommendations attached to my written testimony are not those provided us by the Department of the Army, but rather, our own (albeit rather well informed) estimates of what would be appropriate funding to expedite these essential studies and projects.

This list has the full endorsement of the membership of C-MANC. (Note: It was adopted before passage of PL 98-8 and therefore does not take into account any funding changes as may result from this new law.)

In 1959, I referred to our growth rates and gave figures of population, Golden Gate traffic and annual world trade, and related indices. These are of course now dwarfed by 1983's reality. However, the same dynamics are still present: while the rate of increase is no longer sustained, the absolute numbers remain highly impressive. There is however no need to provide this highly-informed body with such references. All are familiar with the steadily rising commerce, production, trade and industry of the Pacific Coast states and the Pacific Basin, and that California is a key in this growth pattern. Whether we are the 7th or 8th largest "nation" in terms of GNP in the world may be subject to debate, but certainly, the needs of our population and navigation must continue to have — as it is enjoyed for so many years — your favorable consideration.

The Federal role, despite contentions in recent years as to reallocating costs and sharing in expenses, must remain paramount, because it includes so many benefits which extend far beyond the local and parochial. As the nation's largest exporting state, serving the biggest population and the most boaters and water-related recreationists, with one of the longest coastlines and few natural harbors, the Golden State's navigational needs and coastal resources must be enhanced and continuously improved upon.

Supply and support, security and defense logistics — all are involved also in California's many roles of national significance.

There are a number of public and industry officials here with me today — unlike my "solo appearance" 25 years ago — in support of the recommendations before you. Consistent with your request, verbal testimony will be kept to a minimum, and we only ask that submitted, written statements be incorporated in the record of these proceedings.

It is perhaps of more than historic interest that — as in 1959 — the Marine Affairs Conference supports on behalf of the membership, projects which otherwise have no single, local sponsor. Twenty-five years ago, your predecessors' responded positively to my request for funding of the comprehensive San Francisco Bay Study, as well as for the investigation of the channel improvement leading through the Bay system to Stockton. Both of these undertakings have had significant impact since. The Bay Study, as you well know, evolved into the permanent San Francisco Bay and Delta Model, with its many positive and innovative applications. The Bar-to-Stockton Channel improvement is underway, and a corollary improvement project for the Port of Sacramento is also under your consideration.

Similar, significant studies and improvements have taken place since in a variety of Southern and Northern California harbor locations, which will be referred to in today's statements and testimony. However, our role remains unchanged in the sense that we "husband" otherwise "orphan" projects, and one of these which has been targeted in recent years in our testimony will be featured today in a special, brief presentation to you.

Again, it is a pleasure to be here and to celebrate this "anniversary" with you, and to present an impressive group of witnesses, supporters and endorsers of our recommendations.

In closing, Mr. Chairman and Members, my warm, personal appreciation is extended to you for your always thoughtful and well-informed consideration of our testimony and presentations, reflecting similar treatment we have received before this body for a quarter of a century. Thank you.

Attached: Funding Recommendations

(Amounts in Thousands)

Projects	Total Cost C of E	Balance After FY 1982	FY 1983		FY 84 President's Budget	CNANC FY 84 Recommendations**	Purpose of New Funding
			Continuing Resolution Allowance	Work* Allowance			
			CONTINUATION OF PLANNING AND ENGINEERING STUDIES				
Fisherman's Wharf Area San Francisco Harbor	13,520 (625)	(550)	(100)	(175)	(0)	2,400 (0)	If additional FY 83 funds obtained, FY 84 construction start possible
Oakland Inner Harbor	(495)	(88)	(88)	(88)	(0)	(200)	To initiate CPE
Oakland Outer Harbor (Deepening)	35,960 (220)	(95)	(95)	(95)	(0)	2,400 (0)	If additional FY 83 funds obtained, FY 84 construction start possible
Richmond Harbor	48,400 (600)	(600)	(0)	(0)	(0)	(200)	Initiate design studies
Sacramento River Deep Water Ship Channel	77,600 (3,500)	(3,275)	(600)	(600)	(0)	(1,700)	Continue design studies
			ADVANCE ENGINEERING AND DESIGN				
Noyo River and Harbor (Breakwater)	6,240 (1,300)	(746)	(35)	(35)	(184)	(200)	Continue design studies
Noyo River and Harbor (Channel Extension)	1,830 (450)	(135)	(64)	(44)	(91)	(91)	Complete design studies
			NAVIGATION STUDIES IN PROGRESS				
Coast of Northern California (Harbors for Light Draft Vessels)	1,025	114	0	0	0	114	Complete study (Moss landing)
Humboldt Harbor and Bay	1,395	561	0	0	0	250	Continue study
Los Angeles-Long Beach Harbors (Including San Pedro Bay Model)	6,612	441	160	185	256	256	Complete study
Morro Bay Harbor	765	611	0	0	0	230	Continue study
North Coast of Los Angeles County	575	410	0	0	0	250	To expand study and expand scope
Oceanside Harbor	780	100	0	0	0	100	Complete study
Redondo Beach Harbor (King Harbor)	183	144	0	0	0	85	Continue study
San Francisco Bay Area (In-Depth)	3,110	547	140	94	0	453	Continue interims for Redwood City and Collection and Disposal of Debris
San Francisco Bay Shoreline	3,555	2,720	300	300	600	1,400	Alameda and Santa Clara Counties interim study (Sept. 85) and San Mateo County interim study (Sept. 86) are underway
San Leandro Bay	730	680	0	0	0	160	Continue study

Projects	Total Cost C of E	Balance After FY 1982	FY 1983 Continuing Resolution Allowance	FY 1983 Work* Allowance	FY 84 President's Budget	CMANC FY 84 Recommendations**	Purpose of New Funding
		NAVIGATION STUDIES IN PROGRESS (Continued)					
San Pedro Bay Ports (Transportation Study)	1,261	180	180	180	0	0	No additional requirement
Sunset Harbor	620	0	0	0	0	200	Continue study
		NAVIGATION STUDIES NOT STARTED					
San Francisco Bay and Tributary Deep Water Ports (Dredging)	590	590	0	0	0	250	Initiate and complete reconnaissance phase of study
Santa Cruz Harbor	115	115	0	0	0	115	Initiate and complete reconnaissance phase of study
Ventura Harbor	250	0	0	0	0	250	Initiate and complete study
West Newport Beach Harbor	320	320	0	0	0	80	Initiate and complete reconnaissance phase of study
		SPECIAL STUDIES IN PROGRESS					
Coast of California, Storm and Tidal Waves	7,390	6,895	500	500	750	1,500	Expand scope of FY 84 effort to initiate studies along the remaining California coastline
		CONSTRUCTION PROJECTS					
Bodega Bay (N)	1,190	605	0	0	500	2,095	Initiate and complete construction
Crescent City Harbor (N)	3,680	1,032	352	352	0	0	To be completed with FY 83 funds
Los Angeles & Long Beach Harbors (N)	30,500	5,323	5,323	5,323	0	0	To be completed with FY 83 funds
Port Hueneme (N)	3,330	2,049	0	0	0	2,289	Complete construction
San Diego River and Mission Bay (N&FC)	19,200	7,330	0	0	0	150	No requirement pending completion of design studies, after which about $150 will be required for plans and specification Modifications may require Congressional authorization
San Francisco Bay to Stockton (John F. Baldwin and Stockton Ship Channels) (N)	189,000	178,017	4,000	4,000	8,000	17,200	Stockton portion $13,200 to continue construction; West Richmond Channel: $4,000 to initiate construction
Imperial Beach (BE)	3,250	2,403	0	0	0	2,403	Complete construction
Surfside-Sunset and Newport Beach (BE)	33,800	27,586	0	0	3,800	6,000	Next phase of periodic beach nourishment will cost about $8.5 million of which 2/3 is Federal and 1/3 non-Federal

Projects	Actual Obligations FY 1982	FY 1983 Estimated Obligations	FY 84 President's Budget	CMANC FY 84 Recommendations**	Purpose of New Funding
		OPERATIONS AND MAINTENANCE PROJECTS			
Bodega Bay Harbor	0	0	0	0	Channel depths adequate for current use
Channel Islands Harbor	2,231	1,803	0	2,300	Dredge sand trap and entrance channel
Crescent City Harbor	2,033	93	0	400	Breakwater repair
Humboldt Harbor and Bay	2,121	4,930	3,503	3,600	Dredge Bar and Entrance Channel, Fields Landing, and North Bay Channel; & jetty repairs
Los Angeles-Long Beach Harbors	0	0	70	3,000	Dredging mouth of LA River
Los Angeles-Long Beach Harbors Model	980	120	125	1,000	Additional testing and data acquisition
Marina Del Rey	39	0	0	0	Harbor depths adequate for current use
Morro Bay Harbor	0	1,994	0	2,000	Dredge Entrance, Navy & South Morro Channels
Moss Landing Harbor	255	60	676	750	Dredge Entrance Channel and Turning Basin
Napa River	108	34	0	0	Channel depths adequate for current use
Newport Bay Harbor	0	0	0	150	Dredging necessary to maintain harbor depths
Noyo River and Harbor	267	392	413	500	Dredge entrance and river channels
Oakland Harbor	1,214	1,069	1,929	1,950	Dredge Inner and Outer Harbor Channels
Oceanside Harbor	632	1,092	800	1,200	Dredge entrance and Navy channel
Oceanside Sand By-Pass System	0	4,500	0	600	Monitoring and maintenance of system
Petaluma River	1,527	36	1,000	1,500	Dredge river channel
Port Hueneme	0	0	0	2,000	Dredge to authorized 35'(entrance channel & turning basin)
Port San Luis	0	0	0	1,200	Breakwater repair
Redondo Beach Harbor (King Harbor)	355	0	0	0	Harbor depths adequate for current use.
Redwood City Harbor	77	2,396	0	4,200	Dredge entrance and inner channels.
Richmond Harbor	1,994	1,917	1,912	2,300	Dredge Inner and Outer Harbors.
Sacramento River				3,100	Dredge river channels
Sacramento River (30 ft.)	2,709	843	2,543		Dredge river channels
Sacramento River - (Shallow Draft)	231	464	93		Dredge river channels
San Diego Harbor	0	0	500	1,200	Repair light base foundations, Zuniga Jetty
San Diego River and Mission Bay	0	400	545	1,000	Repair timber pile baffle and navigation aids
San Francisco Bay - Delta Model Structure	496	1,451	1,141	1,200	Includes $400,000 for safe access road
San Francisco Harbor	1,943	1,511	2,332	2,400	Dredge Bar and Entrance Channel
San Joaquin River	19	494	200	200	Rock revetment
San Leandro Marina	18	45	0	600	Dredge auxillary channels & entrance channels
San Pablo Bay and Mare Island Strait	2,335	5,548	6,633	7,000	Routine channel dredging -- Naval Base and industrial harbor access
San Rafael Creek	0	0	0	0	Harbor depths adequate for current use
Santa Barbara Harbor	845	945	1,110	1,000	Dredge entrance channel
Santa Cruz Harbor	709	310	519	1,300	Dredge harbor & entrance channel and seal west jetty

Projects	Actual Obligations FY 1982	FY 1983 Estimated Obligations	FY 84 President's Budget	CMANC FY 84 Recommendations**	Purpose of New Funding
		OPERATIONS AND MAINTENANCE PROJECTS			
Suisun Bay Channel	232	671	732	750	Dredge main ship channel
Suisun Channel	553	0	0	0	Channel depths adequate for current use
Ventura Harbor	1,408	2,510	0	2,900	Dredge entrance channel and sand trap
Drift Removal (S.F. Harbor and Bay)	1,173	1,577	1,543	1,550	Bay and harbor clean-up

*Reflects assigned savings and slippage and other adjustments

**These recommendations were approved by C-MANC prior to the recent enactment of P.L. 98-8; to the extent funding of these projects may be affected by this new program, these recomendations should be modified.

LOS ANGELES-LONG BEACH HARBORS STUDY

STATEMENT OF CHARLES CONNORS, CHIEF HARBOR ENGINEER, PORT OF LONG BEACH

Mr. LANGNER. We have with us today our president, Mr. Chuck Connors of the Port of Long Beach.

Mr. CONNORS. Senator, I want to thank you very much for the opportunity to be here on behalf of CMANC and on behalf of the Port of Long Beach. I have presented written testimony, but I thank you again for this opportunity.

[The statement follows:]

STATEMENT OF CHARLES F. CONNORS, CHIEF HARBOR ENGINEER, PORT OF LONG BEACH, CALIF.

I am Charles F. Connors, Chief Harbor Engineer of the Port of Long Beach, California. I have been authorized by the Board of Harbor Commissioners of the City of Long Beach to represent the Port of Long Beach in regard to appropriations for the Los Angeles-Long Beach Harbors Study, the Los Angeles and Long Beach Harbors Model Study programs, and for remedial maintenance dredging in the mouth of the Los Angeles River.

The Los Angeles-Long Beach Harbors Study for future channels and landfill development, which has been in process since 1964, is scheduled for completion in fiscal year 1984. The appropriation necessary to complete this study is $256,000, and it is essential that it be completed to determine land and navigational channel requirements. The completion of the study will finalize an in-depth investigation into alternatives for harbor expansion and improvements to the year 2020 and will allow the Corps of Engineers, Los Angeles District, to permit expansion projects consistent with the study in an expeditious manner. It is therefore urged that the Committee approve an appropriation of $256,000 to complete the study.

The Water Resources Development Act of 1976, Section 123, authorized the Chief of Engineers to operate and maintain the Los Angeles-Long Beach Harbor Hydraulic Model at the U.S. Army Waterways Experiment Station in Vicksburg, Mississippi, as part of the Los Angeles and Long Beach Harbors Model Study. In the President's budget for fiscal year 1984, $125,000 has been included to maintain that model. Also, as a portion of the Los Angeles and Long Beach Harbors Model Study, the Corps of Engineers has initiated a five-year study of tidal circulation and wave energy of the San Pedro Bay area. The Port of Long Beach long-term plans for deeper channels (to 82 feet) and companion landfills to accommodate large bulk carriers for much needed international trade, including coal exports, is contingent on obtaining such hydraulic data and subsequent model testing in a timely manner. The President's budget for fiscal year 1984 does not include O & M funding needed to acquire, place, and maintain instrumentation for this program by the Vicksburg Experiment Station. It is currently estimated that an appropriation of $1,158,000 would fund this much-needed continued information gathering program for fiscal year 1984. Congress is therefore respectfully requested to appropriate this $1,158,000, plus the $125,000 for model maintenance, for a total appropriation of $1,283,000 for fiscal year 1984. It is our understanding that the Corps of Engineers is capable of continuing this program if funded.

The modernization and expansion program by the Port of Long Beach is estimated to be in excess of $200,000,000 of local funds for the decade of the 1980's and a similar or greater growth in the 1990's. The Port has essentially utilized all existing available land areas. The Port has recently completed a tanker terminal with a water depth of 76 feet and capable of berthing 240,000 DWT ships. The existing depth of the channel serving this berth is 60 feet.

The deepening of this channel and subsequent programs can be carried out only if additional landfills and berths can be provided. Design of these programs is dependent on data obtainable from hydraulic monitoring of San Pedro Bay and hydraulic model testing, together with the results of the Los Angeles-Long Beach Harbors Study, plus the results of the San Pedro Bay Transportation Study which is now in final preparation and not requiring further funding.

The Port of Long Beach also concurs with and supports the recommendation of the California Marine Affairs and Navigation Conference on the proposed budget amount of $1,500,000 for remedial maintenance dredging to remove accumulated flood-deposited silt in the mouth of the Los Angeles River. These silt deposits create serious restrictions and hazards to commercial and recreational boating activity in and adjacent to the Long Beach Harbor District. In addition, the Port recommends that these silt deposits be removed preferably on an annual basis and at least on a biennial basis as a scheduled item of work. The dredged material should be used for replenishment of the sand on the beaches in Long Beach, down coast from the Los Angeles River. The replenishment is necessary because of the influence of the federal breakwater on normal wave action, the accompanying reduction in sand movement, and serious erosion under certain storm conditions. It is estimated that the annual rate of siltation is approximately 200,000 to 300,000 cubic yards and is influenced by operational decisions at the Corps of Engineers' Hansen Dam located at the headwaters of the river. It is imperative, in our opinion, that a more assured long-range remedy be found for the Los Angeles River mouth if navigational utility is to be maintained. The Port believes that an explicit annual maintenance dredging project would provide such a long-range solution to the siltation problem from the Los Angeles River.

Attached hereto is Resolution No. HD 1246 adopted by the Board of Harbor Commissioners of the City of Long Beach on March 21, 1983, which contains data relating to the background of the Los Angeles-Long Beach Harbors Study, hydraulic modeling, and other related matters, and which stresses the need for federal assistance in developing economic, technical, and environmental background information essential to the design and permitting of Port facilities vital to regional and national interests. Agencies benefiting from these studies in San Pedro Bay include, but are not limited to, the City and Ports of Long Beach and Los Angeles, Los Angeles County, the State of California, and the United States Navy and Coast Guard, plus various state, federal, and environmental agencies.

Thank you for permitting me the privilege of this presentation.

RESOLUTION NO. HD-1246

A RESOLUTION OF THE BOARD OF HARBOR COMMISSIONERS OF THE CITY OF LONG BEACH, CALIFORNIA, REQUESTING THE CONGRESS OF THE UNITED STATES TO APPROPRIATE FUNDS TO COMPLETE THE LOS ANGELES-LONG BEACH HARBORS STUDY, TO CONTINUE THE LOS ANGELES AND LONG BEACH HARBORS MODEL STUDY PROGRAMS, BOTH RELATING TO IMPROVEMENTS IN SAN PEDRO BAY, AND FOR REMEDIAL MAINTENANCE DREDGING IN THE MOUTH OF THE LOS ANGELES RIVER, ALL BY THE UNITED STATES ARMY, CORPS OF ENGINEERS, AND MAKING A DETERMINATION RELATING THERETO.

WHEREAS, the Ports of Long Beach and Los Angeles in San Pedro Bay, California, are two of a limited number of sites on the West Coast of the United States which possess the potential for deep water ports as recommended in the West Coast Deep Water Port Facility Study conducted by the United State Army, Corps of Engineers; and

WHEREAS, the Ports of Long Beach and Los Angeles have a record of both physical and fiscal growth to the extent that together the two are presently handling over 84 million metric tons of cargo annually (on a fiscal year basis), which cargo is valued at over 37 billion dollars, which growth and activity are significant economic, regional and national factors, and from which over 1.1 billion dollars in federal revenues are derived annually through United States Customs duties on foreign imports; and

WHEREAS, both Ports are now and are becoming increasingly hard-pressed to provide facilities to meet the needs of the shipping industry, and to that end are conducting extensive studies, in conjunction with federal studies, to determine navigational, transportation, and environmental requirements necessary to provide economic and adequate surge-free berthing and cargo-handling facilities; and

WHEREAS, all existing land in the Port of Long Beach which can be developed for shipping operations will have been utilized by 1984, and to meet the needs of the following decade, the design, permitting and construction of new lands must commence immediately; and

WHEREAS, completion of the studies currently underway by the Corps of Engineers, which include the Los Angeles-Long Beach Harbors Study as requested by the Committees on Public Works of both the House and the Senate; the Los Angeles and Long Beach Harbors Model Study programs, including maintenance and operation of the San Pedro Bay Hydraulic Model at Vicksburg, Mississippi, as authorized by Section 123 of the Water Resources Development Act of 1976; and the San Pedro Bay Transportation Study, as authorized by Section 163 of the Water Resources Development Act of 1976, are all urgently needed for use in the design and permitting processes for future landfills for Port Development; and

WHEREAS, it is necessary, as part of the Los Angeles and Long Beach Harbors Model Study, to obtain long-term data on the hydraulic regime in San Pedro Bay, which activity consists of a five-year monitoring program using self-contained recording instruments to determine currents and energy entering the Bay in order to augment earlier monitoring and to verify specific needs for hydraulic model testing to assure tidal flushing and surge-free berthing; and

WHEREAS, the Los Angeles River is the largest of numerous flood-control channels constructed and maintained jointly by the Los Angeles County Flood Control District and the United States Army, Corps of Engineers, and silt deposit from heavy runoff in recent years, and especially in the current year, accumulating in the mouth of the Los Angeles River between the

City and the Port of Long Beach constitutes a restriction and hazard to both commercial and recreational boating; and

WHEREAS, the Board of Harbor Commissioners of the City of Long Beach, as a properly constituted and financially responsible local agency, by its Resolution No. HD-890, adopted August 3, 1965, expressed its intent to enter into such agreements as may be reasonably required to further federal projects for the development and improvement of Long Beach and Los Angeles Harbors; and

WHEREAS, the Director of Port Planning of the City of Long Beach Harbor Department has determined, in a review of the applicability of the California Environmental Quality Act of 1970 (CEQA) to this Resolution, that under the provisions of Section 15060 of the State Guidelines implementing CEQA, this Resolution is not subject to the requirements of CEQA;

NOW, THEREFORE, the Board of Harbor Commissioners of the City of Long Beach resolves as follows:

1. The Board of Harbor Commissioners hereby finds and determines that this Resolution is not subject to the provisions of the California Environmental Quality Act of 1970, as amended.

2. That the Congress of the United States be, and is hereby, respectfully requested to appropriate simultaneously the funds necessary for the Chief of Engineers, United States Army, Corps of Engineers, to complete the Los Angeles-Long Beach Harbors Study.

3. That the Congress of the United States be, and is hereby, respectfully requested to appropriate simultaneously the funds necessary for the Chief of Engineers, United States Army, Corps of Engineers, to maintain the San Pedro Bay Hydraulic Model at the Waterways Experiment Station at Vicksburg, Mississippi, as part of the Los Angeles and Long Beach Harbors Model Study.

4. That the Congress of the United States be, and

is hereby, respectfully requested to appropriate simultaneously the funds necessary for the Chief of Engineers, United States Army, Corps of Engineers, to continue the five-year hydraulic monitoring program of San Pedro Bay to obtain prototype data essential to long-range planning and design, also as part of the Los Angeles and Long Beach Harbors Model Study.

5. That the Congress of the United States be, and is hereby, respectfully requested to appropriate simultaneously the funds necessary for the Chief of Engineers, United States Army, Corps of Engineers, in conjunction with the Los Angeles County Flood Control District, to engage in the necessary maintenance dredging at the mouth of the Los Angeles River to remove silt deposits which have accumulated at that location.

6. That the Executive Director of the Long Beach Harbor Department be, and he is hereby, directed to send copies of this Resolution to the United States Senators and to Members of the House of Representatives from California, with a letter requesting their assistance in presenting this Resolution before the proper Congressional committees.

7. That the Executive Director of the Long Beach Harbor Department be, and he is hereby, further directed to send copies of this Resolution to the President of the United States; the Director, Office of Management and Budget; the Secretary of the Army; the Chief of Engineers, the Board of Engineers for Rivers and Harbors, the Division Engineer-San Francisco, the District Engineer-Los Angeles, all of the United States Army, Corps of Engineers; and to such other interested persons as he may deem appropriate.

The Secretary of the Board shall certify to the passage of this Resolution by the Board of Harbor Commissioners of the City of Long Beach, shall cause the same to be posted in three (3) conspicuous places in the City of Long Beach, and shall cause a certified copy of this Resolution to be filed forthwith with the City Clerk of the City of Long Beach and it shall thereupon take effect.

I hereby certify that the foregoing Resolution was adopted by the Board of Harbor Commissioners of the City of Long Beach at its meeting of March 21, 1983, by the following vote:

Ayes: Commissioners Hanna, Gray, Langslet, Wilson

Noes: Commissioners None

Absent: Commissioners DuVall

Not Voting: Commissioners None

- Secretary

STATEMENT OF HON. GLENN ANDERSON, U.S. REPRESENTATIVE FROM CALIFORNIA

Mr. LANGNER. We also have a distinguished colleague from the House, Congressman Glenn Anderson.

Senator BURDICK. Congressman?

Mr. ANDERSON. Thank you, Mr. Chairman and members of the subcommittee. I thank you for, again, providing me the opportunity to present testimony in support of various port development and marine-related projects which are vital to the continued growth and development in southern California, particularly two of the finest harbor complexes this Nation has to offer, the Port of Los Angeles and the Port of Long Beach.

Due to the subcommittee's heavy agenda, I will be brief and limit my remarks to five projects.

I strongly endorse the administration's 1984 budget request of $256,000 to complete the Los Angeles-Long Beach Harbors study. Initiated in 1964, this study, when finished, will determine land and navigational channel requirements vis-a-vis harbor expansion to the year 2020.

With the completion of this study, it is my understanding that the Army Corps of Engineers will be able to permit port expansion projects in a more timely manner. With this in mind, I urge the subcommittee to approve an appropriation of $256,000 to match the Corps' capability and bring this study to a close.

Turning to the Los Angeles-Long Beach Harbors model, I also endorse the administration's 1984 budget request of $125,000 for maintenance of this model at the Army's Waterways Experiment Station in

Vicksburg, Miss. This $125,000 is an annual base sum used for maintenance only and without additional funding, testing on the model could not occur.

So in concert with this request, I also urge the subcommittee to appropriate an additional $1,158,000 to continue an ongoing Corps project to study tidal circulation and wave energy in the San Pedro Bay area. This study, which began in fiscal 1981, could produce data vital to any future dredging or landfill activity. Thus, a total appropriation of $1,283,000 is requested for this ongoing project. The Corps has expressed the capability for this project.

Another important project which concerns the Port of Long Beach deals with the accumulated flood-deposited silt at the mouth of the Los Angeles River. In concurrence with the recommendation of the California Marine Affairs and Navigation Conference, I request that the subcommittee approve an appropriation of $1.5 million for this badly needed project.

Further, I ask that these silt deposits be removed on an as-required basis with the material to be used for the replenishment of sand on the beaches of Long Beach.

Mr. Chairman, as you are well aware from recent news accounts, California has been hard hit by a series of exceptionally severe winter storms. As such, I strongly urge you to carefully study the testimony of Mr. Victor Adorian, who is the director of Los Angeles County's Department of Beaches and Harbors, and approve his requests for several projects needed to restore and preserve the county's 75-mile shoreline. Of particular importance is the need to replenish literally millions of cubic yards of sand lost these past few months from our once beautiful beaches.

Lastly, let me say that I strongly endorse Ventura Harbor's request for reimbursement of $126,450 it expended between January 31 and February 23 of this year for emergency dredging of the shoal obstructing their channel.

This, too, was the direct result of the severe winter storms which battered our coastline. As is pointed out in Ventura Harbor's testimony, "Every dollar expended by the port district resulted in a direct dollar savings for the Corps."

Because of the emergency situation which existed, it is only fair and equitable that Ventura be reimbursed for its cost.

I would again like to thank you, Mr. Chairman, for this opportunity to testify, as well as your continued support and cooperation of these projects. Thank you, Senator.

Mr. LANGNER. Thank you, Congressman Anderson.

The Ports of Los Angeles and Long Beach are also represented by Ed Gorman, chief harbor engineer for Los Angeles, who has submitted a statement for the record; and Robert Langslet, commissioner of the Port of Long Beach.

Now, Congressman Norman Shumway, who is here, is also a consistent supporter of our projects.

Congressman Shumway.

STATEMENT OF HON. NORMAN SHUMWAY, U.S. REPRESENTATIVE FROM CALIFORNIA

Mr. SHUMWAY. Thank you, Mr. Chairman. I am delighted to have this opportunity again to testify before your subcommittee regarding some very important projects to my district in California. I am very pleased to have here today some representatives of California. Representing the Port of Stockton we have Don Giles, who is the president of the port commission, and Alexander Krygsman, port director, both from the Port of Stockton.

I would likewise like to introduce several other people who will testify a little bit later—representing the San Joaquin Board of Supervisors, Jose Alva, supervisor; and George Barber, the vice chairman.

Finally, representing the city of Stockton, the mayor, Arnold Rue; and Councilman William Sousa, and Ralph E. White.

Mr. Chairman, I am going to submit my full statement for the record. I ask that it be made part of the record, but I would like to just comment upon a couple of items.

First, I would like to make it very clear that I do support the President's fiscal year 1984 program; I support the request by the Corps of Engineers and the Bureau of Reclamation, particularly with reference to the ongoing project to deepen the channel between the city of Stockton, the Stockton port, and the San Francisco Bay. That channel is now being dredged to a depth of 35 feet. The project is well underway. The contractor is ahead of schedule. We were very fortunate in the recently adopted jobs bill to get an extra $2.2 million to apply toward that effort.

It now apears to be very feasible that we may complete the entire project within fiscal year 1984 rather than moving on to 1985.

We, therefore, are asking that the funding for that project be set at $11 million which would include the money which had been planned for fiscal year 1985 to allow us to complete it a year sooner than would otherwise be the case and would help us a great deal.

AUBURN-FOLSOM SOUTH CANAL, CVP

Second. Mr. Chairman, just a brief comment on the subject to the Auburn-Folsom South unit. I have introduced a bill in the House—H.R. 2219—to reauthorize that project, a project that is very vital to central California and to the Central Valley project.

In the meantime, studies continue to go on. The Bureau of Reclamation tells me that of the figure asked for during the coming fiscal year, some $200,000 will be used for the Folsom South Canal studies. I am simply asking this committee to show that $200,000 as a separate line item appropriation so that we may be sure that it will be applied toward that effort which we think is a very worthwhile and needy effort and one which will help us solve many of our problems in central California.

Beyond that, Mr. Chairman, I would simply submit my statement for the record and ask that this subcommittee give us its usual kind consideration. Thank you.

Senator BURDICK. Your statement and the statements of all the witnesses will be made a part of the record without objection.

[The statement follows:]

STATEMENT OF REPRESENTATIVE NORMAN D. SHUMWAY OF CALIFORNIA

Mr. Chairman and members of this subcommittee, I am pleased to have the opportunity to testify in support of a number of public works projects which are vital to my congressional district and the State of California. I wish to commend the subcommittee for its willingness to hear what we Californians have to say and for its thoughtful consideration of our budget request.

Mr. Chairman, I am pleased to support the President's fiscal year 1984 program in general and the Army Corps of Engineers and Bureau of Reclamation's budget requests in particular. Even though my district stands to lose several million dollars in appropriations for energy and. water, it is imperative that we continue to reduce growth in Federal spending levels. It is only in the achievement of this goal that we can look forward to a prosperous economy once again.

I do not want to understate, however, the importance of water projects in my district. As you know, California's 14th Congressional District consists of 12 counties—an area which includes a large portion of the Central Valley, the Mother Lode country, and the Sierra nevada Mountains. From this diverse region flows a substantial portion of the Federal Central Valley project's water yield. In order that this water can be used most effectively for agricultural, recreational, environmental, and municipal and industrial purposes, it is incumbent upon Congress to assure the construction and maintenance of requisite water storage facilities and conveyance systems.

We also have a special responsibility to provide for flood control measures that minimize damages to our agricultural and residential communities. The California devastation wrought by the storms throughout the past year is an especially poignant reminder of our responsibility in this area.

The fiscal year 1983 budget proposals which I am advocating today are both responsible and essential for these public works projects.

I recommend the following:

ARMY CORPS OF ENGINEERS

(1) *New Melones Lake, $7,300,000.*—With this appropriation, the Corps expects to have the funds necessary to complete their land acquisition program intended for the cultural preservation of the reservoir and maintenance of the riparian habitat downstream from the dam.

I join with the city of Stockton, the county of San Joaquin, and the California Water Commission in supporting the President's budget request for this program.

(2) *San Francisco Bay to Stockton ship channel project, $11,000,000.*—The project will deepen the channel to a depth of 35 feet. In doing so, the Port of Stockton will be able to handle much longer ships with capacities of about 40,000 tons, compared to the 17,000-ton limit now. This project will eliminate the necessity for topping-off facilities at San Francisco and other places at which ships with capacities larger than the 17,000-ton limit complete their loads of grain.

Work on this project began last year and has been proceeding at a rapid rate, much faster than originally expected by the Corps of Engineers. Thanks to the $2.2 million that was made available to this project through the recently enacted Emergency Supplemental Appropriations Act of 1983, only $11 million is needed to complete the financing for the project. If this money is made available, it is my understanding that this project could be finished in fiscal year 1984—1 year ahead of schedule.

I, therefore, urge that $11 million be made available for the completion of this worthwhile project in fiscal year 1984.

(3) *Aquatic plant control program, $5,000,000.*—This program is currently conducting research on methods of controlling the growth and spread of the water hyacinth—a plant that has literally immobilized vast reaches of the San Joaquin/Sacramento delta.

To date, the Corps has been very helpful in responding to this problem. The only major constraint that they are faced with in implementing a hyacinth control program is lack of necessary financing.

The President's fiscal year 1984 budget provides for these funds and I would, therefore, support this request.

(4) *Operation and maintenance.*—I fully support the fiscal year 1984 budget requests of the Army Corps of Engineers for the operation and maintenance of the following projects:

Farmington Dam	$133,000
New Hogan Lake	998,000
New Melones Lake	531,000
San Joaquin River	200,000

BUREAU OF RECLAMATION

(1) *Auburn-Foisom South unit, $2,955,000.*—The Auburn Dam request for this year is for that amount of money required to maintain current Bureau operations in the Auburn area.

As you know, the construction of the dam has been delayed over the years for various reasons. As a consequence of these delays, the estimated construction costs for the project have exceeded the limitations set in the original 1965 authorization. To remedy this situation, I have introduced legislation (H.R. 2219) which would authorize the Secretary of the Interior to enter into joint financing agreements with non-Federal entities to make up for this shortfall in funding authorization.

Until this legislation is acted upon, moneys must be appropriated by Congress to keep the Auburn Dam facilities open and the various related dam studies on schedule.

It is my understanding that $200,000 of the $2,955,000 requested by the administration for this project will be used for the completion of the Folsom South alternative studies. Inasmuch as this money has already been earmarked for this purpose by the Bureau, I would urge the committee to establish a separate line item appropriation for the project by taking $200,000 out of the Auburn Dam request and making it available for the Folsom South Canal studies. The Folsom South Canal is a project of major importance that deserves budgetary treatment separate from the Auburn Dam appropriations request.

(2) *Delta support studies, $768,000.*—I am pleased to support the President's request of $768,000 for this project. It is my understanding that this money will be made available by taking $360,000 from the miscellaneous project programs and $408,000 from the Central Valley project operations and maintenance account. This total appropriation of $768,000 will allow the Bureau of Reclamation to meet its responsibilities in the Sacramento/San Joaquin delta.

(3) *New Melones conveyance system, $150,000.*—I join with the city of Stockton and the county of San Joaquin in supporting the President's request for $150,000 for the New Melones conveyance system. This money will be used for water distribution and conveyance studies that are needed in the negotiation of interim and long-term water supply contracts. I strongly urge the committee to approve this request.

Once again, my thanks for this opportunity to testify in support of these vital projects.

STATEMENT OF HON. BOBBI FIEDLER, U.S. REPRESENTATIVE FROM CALIFORNIA

Mr. Langner. Mr. Chairman, Congressman Bobbi Fieldler, another strong supporter of our navigation projects has a statement.

Ms. Fieldler. Mr. Chairman, Senator Wilson, I want to thank you for hearing our testimony here.

One, I would like to request that you provide funding for the Hansen Dam silt removal project study which you have been kind enough to appropriate for the past 2 years. We need $270,000. That will be completed and would deal with the special problems, and I am submitting into the record more in-depth testimony.

Having appeared before you last year, I think you are aware of the special problems in relation to Hansen Dam. Additionally, Mr. Chairman, you are going to be hearing testimony from the County of Los Angeles' Flood Control District asking for assistance.

I want to urge the subcommittee to approve the county's request for help. As you have noted, we have had some very severe problems in California as a result of the flooding.

One of the projects I am here to request assistance on is one related to Calleguas Creek. I am joined today by Jack Broom, Steve Miller, and Art Goulet, who are directly affected by the flooding in the State. I will take the liberty this afternoon, with your permission, to show you a few photographs of what has happened in relationship to the special problems there.

They have lost $57 million in damages in two major floods in the last 2 years. It cost us a tremendous amount of money in terms of lost crops.

Flooding has intensified terribly in this area as a result of a 16-fold increase in population, and 20 years ago it was designed not anticipating that kind of growth in population.

Damage to agricultural lands caused heavy damages and heavy losses and increases in terms of vegetable prices nationwide.

Of course, the Pacific Missile Test Center is directly adjacent to the area, and as a result of the flood just a few years ago, there was a million dollars which had to be expended which would accrue to that center.

I would ask Mr. Richard Rogers, who is one of the owners of a piece of property there, to hold up a few pictures for you.

This is a picture which really helps to underscore the speed and tremendous torrent that is going through Calleguas Creek. You can see what is happening there on the side to the asphalt. It is just broken down completely.

The next photograph will show you what is happening along the path of the creek itself. You can see that the water goes through with such a tremendous force that it is beginning to eat away at the agricultural lands along the side there. It has already begun to erode some of the existing agricultural area.

It is carrying along with it a tremendous amount of degris and silt.

In the next picture, we show you what happened in 1980 as a result of the flow of the water during that storm.

If you would point out, Dick, where the water should have been? It should have been going straight down the creek bed. Instead, it began to break through on the perimeters.

This is part of Mr. Rogers' property that was flooded at that time.

To the right of the creek itself you can see the lush agricultural land which used to be in evidence on the right side of the picture, as well.

Now, we show you the result of the continuing escalation of the problem and what has led us to you today. This shows the tremendous urgency of the flooding. We no longer have a creek; we now have an entire lake bed that was once the best agricultural land, not only in the State of California, but in the entire world.

Mr. Rogers has lost over 300 acres to the flooding and, of course, there have been other farmers in the area that have lost huge amounts of land that is going to take many, many years to reclaim to agricultural productivity.

We need some assistance. We need it as soon as possible. We are asking for a $760,000 study to determine what is the best way to solve this problem.

We are very deeply concerned about the anticipated weather problems that we are expected to face, not only for the balance of this year, but also in the near future. It will totally destroy the productivity of this land for generations to come.

So, any assistance that the subcommittee can give us in relationship to funding this special project would be very much appreciated, and not only will my constituents be appreciative, but also those people across the country who receive their beautiful fruits and vegetables from this area will be paying lower prices with the correction of this problem.

[The statement follows:]

STATEMENT OF REPRESENTATIVE BOBBI FIEDLER OF CALIFORNIA

Mr. Chairman, Members of the Subcommittee, I appreciate this opportunity to appear before the Subcommittee in support of two projects that are critically important to my Congressional district.

First, I would like to bring to your attention the need for an appropriation to complete the last phase of a three-year authorized study on the feasibility of alternatives regarding the future use of Hansen Dam located in Los Angeles County.

Initial appropriations began in FY 1982 to focus particular attention on the Hansen Dam problem as part of the Los Angeles County Drainage Area Review Study. Mr. Chairman, we are most appreciative of this Committee's acknowledgement of the problem as stated so concisely in its 1982 Committee report:1/

> "Los Angeles County Drainage Area Review, California (Hansen Dam). The Committee recognizes that the Corps, in cooperation with the City and County of Los Angeles, has been operating Hansen Dam in such a manner that releases from the reservoir could be utilized by local interests for groundwater recharging below the dam although the dam was originally constructed as a single purpose flood control project. Since sediment has now reduced the original flood control storage capacity by almost 20 percent, the project can no longer be operated safely for cooperative water conservation. Therefore, within the funds provided for the Los Angeles County Draninage Area Review study, at least $100,000 is to be used to initiate a separate interim report which will investigate the feasibility of adding water conservation, expanding recreation and studying flood control problems at Hansen Dam.

The Los Angeles County Drainage Area (LACDA) Review study, scheduled for completion in 1987, is a multi-year reevaluation to determine the amount of urban development as it affects flood runoff, channel capacities, and reservoir and operational problems in Los Angeles County. Hansen Dam was singled out of that program in order to expedite the necessary studies as a first step in solving a crucial problem.

The President's proposed budget for FY 1984 includes an appropriation of $550,000 to continue the LACDA study program, and a $270,000 appropriation to complete the Hansen Dam study. The California legislature, California Water Commission, the Los Angeles County Board of Supervisors and the City of Los Angeles support these appropriations and urge your Committee's approval of these funds.

1/ Energy and Water Development Appropriation Bill, 1982 Committee Report No. 97-177, page 22.

Mr. Chairman, for the past two years I have testified before your Committee to brief you on the deteriorating conditions that exist at Hansen Dam. As you recall, the reservoir behind the dam has been filling up with gravel, sand and silt, which has been washed downstream from the nearby San Gabriel Mountains as a result of fire-related erosion. The deteriorating conditions have continued as a result of a major storm that occurred February 28-March 1, 1983. This has caused great concern in the local community, and is of concern to the U.S. Army Corps of Engineers (Corps), because the accumulation of silt is decreasing the storage space required to safely regulate the designed flood. Moreover, its past use as a water recreational facility for the community and its use for water supply/water conservation has been virtually eliminated.

Since the initial appropriation for the study, we have seen considerable progress by the Corps of Engineers in conducting the necessary technical analyses and identification of numerous alternatives for making Hansen Dam a multiple purpose facility which considers all three project purposes - flood control, water conservation and recreation - as equally important components in an integrated manner, including the preparation of comparative cost estimates. The Corps is completing their studies of the current problems ranging from the loss of water supply to meet Los Angeles' water needs to the very local problem of ensuring that sediment does not harm local sewer systems. The last step is to identify, analyze, and evaluate potential alternative solutions to the problems which consider engineering, economic, social and environmental factors. The Corps has already identified components of the alternatives and will complete the identification of preliminary multiple purpose alternatives in May 1983. The final step is to recommend a solution that is in the best overall public interest and public acceptability while balancing the factors mentioned above.

In the 1982 proceedings, the Corps reported the following:

> "Subsequent to the 1980 floods, and further reduction of the reservoir's capacity resulting from deposition of additional large amounts of sediment, the Corps of Engineers determined that it could no longer safely continue to operate the project in the manner that had been customary prior to 1980."2/

2/ Energy and Water Development Appropriations for 1982 Hearings before a Subcommittee of the Committee on Appropriations 97th Congress, First Session, page 2440.

The February 28 - March 1, 1983 floods have deposited a tremendous amount of additional sediment. Much of the water pool that has been used for recreation in the past has been lost. It is uncertain whether the remaining water pool can be used for recreation in 1983. The Corps is presently conducting a land survey to determine the full impact on the flood control capability at Hansen Dam. If it is the opinion of the Corps that the margin of safety for flood control operation has been significantly reduced, then we would strongly urge that the Corps accelerate the study for completion sooner than the present scheduled date of September 1984. The Corps is in the best position to weigh this deficient margin of safety and the degree of impending threat to public welfare if we experience even a more severe storm flood than the one in 1978. I am concerned that if we wait too long, then we may jeopardize the long range solution.

Since last year, we have had several meetings with the Los Angeles District Corps of Engineers which were attended by representatives of various public agencies and community organizations. The general plan of action described above must be complemented by active public involvement. A public workshop is planned for Summer 1983 to receive input on the muitiple purpose alternatives. This input will be incorporated in the final alternatives. I appreciate the excellent cooperation that the Corps has extended to all the parties involved and I look forward to working with the Corps in arriving at the most reasonable, cost-effective solution.

Mr. Chairman, we are nearing the end of an important three-year study. A lot of progress has been made and the community is looking forward to completion of the study and implementation of alternatives that fit everybody's needs. One last appropriation to finish the study will allow the citizen's expectations to be reached.

Additionally, I want to urge your support for a Corps of Engineers Study concerning a severe flood control problem existing in the Calleguas Creek drainage area of Ventura County, California. Within the past three years, two major floods in the Calleguas Creek Basin have caused over $57 million of damage to private and government property and have seriously threatened the safety of Ventura County residents. A great deal of the flooding in 1980 occurred at the Pacific Missile Test Center at Point Mugu, displacing 3,000 residents and interrupting the operations of an important defense facility.

The flooding problem has intensified in recent years due to the rapid urbanization of the upstream area of the Calleguas Creek Basin. Flood control facilities designed in 1960, when the upstream population was 15,000, must now handle the drastically increased run-off caused by a current upstream population of 250,000, including effluent from the four sewage treatment plants serving that population. It is clear that, as the upstream population continues to grow, upgrading of the existing flood control facilities is urgently needed, to avoid recurrences of the recent tragedies.

It is thus essential that Congress appropriate, for fiscal 1984, the $760,000 needed to complete a comprehensive feasibility study by the U.S. Army Corps of Engineers -- the first step toward a permanent solution to the Calleguas Creek problem.

Let me give you some perspective on the problem we are facing. The Calleguas Creek runs 37 miles through Ventura County, from above Simi Valley to the Pacific Ocean at Point Mugu. With its tributaries, the Creek drains an area of approximately 325 square miles.

In 1944, the Ventura County Flood Control District was established and given responsibility for maintaining and operating a Calleguas Creek flood control project. Prior to that time, and until 1952, the only flood control facilities were levees built by local landowners on a few reaches of the Creek.

Between 1952 and 1960, the Soil Conservation Service, with some assistance from the Flood Control District, designed and constructed improvements to the flood control system. These improvements consist largely of a series of elevated, earth-bottom channels surrounded by levees. In downstream areas, these levees rise to more than 15 feet above adjacent farmlands.

The channels were built to a 50-year flood design (15,000 cubic feet per second below Conejo Creek), but at a time when the upstream population was less than one-sixteenth the size it is today. Since 1960, there have been some improvements to facilities in the upstream tributaries of the Creek, designed to provide protection only against a 25-year floor (10,800 cubic feet per second). However, nothing has been done to upgrade the downstream channels, which are now grossly inadequate to handle anticipated flood flows.

The result has been two major floods in the past three years. the first flood, in 1980, inflicted an estimated $25 million in damage to private property and the Point Mugu Naval Base, forcing the evacuation of 3,000 people from Point Mugu. Peak flows in the 1980 flood reached 25,000 cubic feet per second, causing several portions of the elevated levees to blow out with explosive force. The entire flow from the watershed was then diverted across the farmlands toward the Naval Base.

The recent flood, on March 1, 1983, caused an estimated $32 million in damage to upstream urban areas, downstream agricultural lands, government property and the channels themselves. Although the peak discharge during this flood has not yet been determined, it clearly exceeded the design capacity for the project. Unless the Calleguas Creek flood control facilities are improved, such disasters can be expected with increasing frequency.

The brunt of these misfortunes is borne by Ventura County and private residents of the Calleguas Creek area, in particular the downstream agricultural landowners. Four thousand acres of prime agricultural land were taken out of productive use, causing the loss of hundreds of jobs in a county with over 10 percent unemployment.

However, the direct and indirect effects of these floods are not limited to Ventura County; they are felt by consumers and taxpayers around the country. California's winter vegetable crops are critical to meeting our national food requirements. This reduction in productive acreage has resulted almost immediately in an escalation in the price of lettuce and other vegetables. Additionally, because triple-cropping is used in this very fertile area and because it may take two years to rehabilitate the affected acreage, six full crops may be lost, causing a long-term increase in food prices. Substantial federal, state and local taxes have also been lost as a result of this year's flood.

Moreover, as graphically demonstrated by the 1980 flood, the Calleguas Creek flood problem threatens the integrity of operations at our Naval Base at Point Mugu. In addition, flooding at the Naval Base has generated substantial clean-up and repair expenses which must be paid out of federal funds; personal property damage at the base during the 1980 flood was approximately $9 million. Although a $1 million flood wall was constructed at the Naval Base subsequent to the 1980 flood, this will not provide protection against the major flooding which can be anticipated absent improvements to the Creek's flood control system.

The Corps of Engineers first issued a report on the Calleguas Creek in November, 1943. Pursuant to a June 22, 1965 resolution of the Senate Public Works Committee, the Corps undertook further study of the Calleguas Creek problem throughout the late 1960s and early 1970s.

In 1974, the Corps issued a comprehensive feasibility report for a flood control project in the upstream area of the Creek, from Simi Valley to Moorpark. The 1974 report recommended improvements to this upstream area costing approximately $24 million, $21 million of which would have been provided by the federal government. The estimated benefit-cost ratio at that time was 1.9 to 1.

In the Water Resources Development Act of 1976, P.L. 94-587, Congress authorized $1,060,000 for the Corps to undertake the phase I design memorandum stage of a Calleguas Creek flood control project. None of these funds were appropriated, however, until fiscal 1983, when $100,000 was made available.

The $100,000 has now been allocated to the Los Angeles District of the Corps to resume work on the project. The renewed study will be expanded in geographical scope to deal not only with the upstream area that was the subject of the 1974 study, but also with the downstream area. The study will also update the hydrology and economic data.

The Corps needs $760,000 to complete its feasibility study of the Calleguas Creek flood control project and to lay the groundwork for construction of an effective flood control system. These funds must be appropriated for fiscal 1984. We can no longer afford to address this serious problem through spurts of activity followed by long periods of inaction.

The Corps' 1974 partial study concluded that substantial improvements to the flood control system were required -- that, as a result of urbanization, the Creek's channels were "unable to contain even medium-sized floods." Since then, demographics have demonstrably increased the benefit-cost ratio of such improvements, and the recent floods have highlighted the need for prompt federal action.

Today, I join the Ventura County Flood Control District and area property owners in urging that you include an appropriation of $760,000 for fiscal year 1984, to permit completion of a feasibility study of the Calleguas Creek flood control project by the Corps of Engineers. If Congress and the Corps of Engineers do not act, the problem will only get worse and the solution more expensive.

CALIFORNIA WATER RESOURCE DEVELOPMENT PROJECTS

STATEMENT OF HON. PETE WILSON, U.S. SENATOR FROM CALIFORNIA

Senator BURDICK. At this time we will hear from your colleague, Senator Wilson. I understand that you have another commitment.

Senator WILSON. Thank you very much, Mr. Chairman. I am grateful for the opportunity, and I apppreciate your courtesy in taking me out of order. The room is so full of distinguished California State and local officials that there is no room at the witness table, so I am up here. I do not want to encourage any false hopes; I am not a member of the committee, but I am here because of my intense interest and support for the testimony that you are hearing and will hear this.

Mr. Chairman, let me begin by thanking the subcommittee for arranging this California day; this hearing which is devoted to my State and to the particular special problems which it inherits.

It is well represented by my colleagues in the Congress. I was glad to see the way Congresswoman Fiedler, Congressman Thomas, and, of course, Congressman Glenn Anderson, and I see that others will be testifying: Congressman Lagomarsino and Congressman George Miller, Congressman Dan Lungren all have a story to tell. They will tell it quickly and effectively.

These photographs which you have seen, I think, tell in the most graphic possible way the special problems which California is facing as a result of the storms that we have recently suffered.

Later, Mr. Roy Dodson of the California Water Commission will report to you the official recommendations of the State of California.

I want you to know that I support those recommendations and hope that the subcommittee will review them favorably.

The recommended projects serve a variety of beneficial purposes. There are projects recommended which will help to conserve water and assist in developing municipal and industrial water supplies. Other projects will help irrigate agricultural lands, not in that fashion that you have seen here. [Laughter.]

Others will provide hydroelectric power and benefit recreation and fish and wildlife management. Others will still very importantly assist to prevent the kind of devastation, the losses that you have seen recreated here today.

On that last point, let me stress that the citizens of California are especially conscious of the need to take whatever steps are necessary to avoid the widespread flooding and erosion damage which has occurred throughout the State in just the last 6 months.

There are numerous examples. The Calleguas Creek project is a very good example of the type of project which I recommend to your committee. During recent flooding of that creek, public and private losses were estimated to be approximately $10 million with an estimated $15 million of damage to agricultural lands.

Clearly, these losses have implications, not only for those suffering them directly, but for a far broader constituency. They have implications for the Federal Government in terms of lost revenues; in terms of the need to not see completely wasted expenditures by the Corps of Engineers and others.

There are a number of others. The proposed appropriation, in this case the $760,000 for the completion of a Corps of Engineers study, would be money very well spent.

But, in addition, the Caliente Creek project, the Sacremento River bank protection project, the Sweetwater River project, and the Cottonwood Creek Dam project, and many, many more that you will hear about this afternoon, are all projects which I think will clearly save more money than will be spent on them.

There will be savings to the Corps of Engineers; savings in the FEMA budget; where farming land is involved, savings in the cost of all sorts of farm products, whose prices soar when flooding damages crops and ruins valuable farmland.

Happily, Senator Burdick does not need to be lectured about that. He understands that as a part of life.

Senator BURDICK. Senator, Let's get something straight. The Congresswoman said that was the best land in the world. [Laughter.]

Senator WILSON. I thought, sir, that you might take exception to that. [Laughter.]

I can only say to you that we are joined in that by several other Congressmen that are here to tell you that the best land in the world happens to be in their district.

Senator BURDICK. Just make it "some." [Laughter.]

Senator WILSON. Some; I think the point is well taken. [Laughter.]

Mr. Chairman, I will conclude by saying that the subcommittee has a particular difficult task in trying to put your budget together. I hope that as you do so you will be able to be responsive to the need expressed to you today by the California Water Commission, the California Marine Affairs and Navigation Conference, and the many distinguished people that have gathered here on this most serious possible business.

I can tell you that through the photographs and the memories I have from recent tours of California, whether it was the coastal area in the south, the flooded rich lands of the Central Valley of California, or the northern California areas, I found the devastation to be almost unimaginable.

The statements that you are hearing today are in no way an exaggeration. There is a tremendous urgency and, again, I make great priority in the request, which is why we are favorably supporting them.

Thank you.

[The statement follows:]

STATEMENT OF SENATOR WILSON

Mr. Chairman, let me begin by thanking you and the other members of the subcommittee for the opportunity to testify today as you begin your hearings on proposed budget estimates for water development programs in the State of California for fiscal year 1984.

Later this afternoon, Mr. Roy Dodson of the California Water Commission will report to you the official recommendations of the State of California. I want you to know that I support those recommendations and hope you will review them favorably.

The recommended projects will serve a variety of beneficial purposes. There are projects recommended which will help to conserve water and assist in developing municipal and industrial water supplies. Other projects will help irrigate agricultural lands, provide hydroelectric power, and benefit recreation and fish and wildlife management. Others will, very importantly, assist to prevent the continued erosion and flooding such as we have seen in California very recently.

On that last point, let me stress that the citizens of California are especially conscious of the need to take whatever steps are necessary to avoid the widespread flooding and erosion damage which has occurred throughout the State just in the last 6 months. The Calleguas Creek project is a good example of the type of project I recommend to your committee. During recent flooding of the creek, the public and private losses were estimated to be approximately $10 million, with an estimated $15 million of damage to agricultural lands. The proposed appropriation of $760,000 for the completion of an Army Corps of Engineers study would be money very well spent.

Likewise, the Caliente Creek project, the Sacramento River bank protection project, the Sweetwater River project, and the Cottonwood Creek Dam project. All of these are projects which, no doubt, will save more money than will be spent on them. There will be savings in the Corps of Engineers budget, in the FEMA budget, and, where farming land is involved, in the cost of all sorts of farm products whose prices soar when flooding damages crops and ruins valuable farmland.

Again, I thank you for this opportunity and for your consideration of these projects.

PREPARED STATEMENT OF SENATOR CRANSTON OF CALIFORNIA

Senator WILSON. The only other thing that I would add, Mr. Chairman, is that on behalf of my colleague, Senator Cranston, I would like to enter his statement as well as my own into the record.

Senator BURDICK. Without objection, it will be incorporated.

Senator WILSON. Thank you.

[The statement follows:]

STATEMENT OF SENATOR ALAN CRANSTON OF CALIFORNIA

Mr. Chairman, I appreciate the opportunity to testify before the Senate Appropriations Committee Energy and Water Development Subcommittee to support FY 1984 funding for Corps of Engineers and Bureau of Reclamation projects in the State of California. As you are aware, the Administration has requested an appropriation of $127,100,000 for Corps studies, construction and operation and maintenance work and $176,564,000 for Bureau of Reclamation programs in California in the coming fiscal year. The California Water Commission has carefully reviewed the Administration's budget and is requesting an additional $22,242,000 for the Corps and an additional $26,558,000 for the Bureau for a total augmentation of $48.8 million. This represents less than a 2 percent increase for California water projects. Moreover, a number of these increases are being sought specifically to address the needs of communities damaged by the major storms this winter.

Since the first of the year, 42 of California's 58 counties have been declared national disaster areas as a result of heavy rains, flooding and tidal action. There has been $541.6 million in damages to date. The Federal Emergency Management Agency has provided both individual and public assistance and the Corps of Engineers, with monies provided in the FY 1983 Emergency Appropriations bill, has begun to restore beaches and repair breakwaters and other flood damaged Corps facilities. An urgent need still remains to provide flood prevention works in areas where existing facilities are inadequate or do not exist at all.

One area of particular concern is the San Joaquin River Basin. The Corps of Engineers has been looking at the entire stretch of the San Joaquin River and its tributaries to develop a feasible flood control plan for the basin. At present dams in the San Joaquin Valley are full. Neither Pine Flat Reservoir on the Kings River nor the Friant Reservoir on the San Joaquin River are large enough to permit controlled reservoir releases. As a result there has been massive downstream flooding. Additionally, tremendous siltation in the downstream channels has reduced the ability of the channels to handle heavy flows. An estimated $13 million in damages has occurred along Caliente Creek, one of the largest undammed waterways in the San Joaquin Valley. More than 4,500 acres of farmland in Kern County have been inundated, with $7 million in crop damages. Despite the seriousness of this situation there is no money in the Corps FY 1984 budget for continuation of the San Joaquin River Basin studies. To meet this need, the California Water Commission is requesting a budget augmentation of $1,725,000 -- $500,000 for Caliente Creek, $200,000 for Fresno Slough to Merced River, $400,000 for Littlejohn Creek, $300,000 for Cosumnes River, and $325,000 for Kaweah River. I urge you to give their recommendation for funding the Corps San Joaquin River Basin Comprehensive Investigation every consideration.

I would also like to bring to the Committee's attention another flood problem -- this one on Calleguas Creek in Ventura County, California. Rapid urbanization and inadequate flood control facilities have created a severe flood problem there. Within the past three years, two major floods -- in 1980 and 1983 -- in the Calleguas Creek drainage basin have caused over $49 million of damage to private and government property and have threatened the safety of Ventura County residents. In the hopes of seeking a permanent solution to the flooding problem, Ventura County requested the Corps to activate its study of Calleguas Creek. An existing appropriation of $100,000 has permitted the Corps to begin this study. But there is no money included in the Corps' FY 1984 budget request for Calleguas Creek. It's my understanding that an additional $760,000 is needed to complete the Corps investigation. Local property owners are seeking the full amount in FY 1984 so that corrective measures can be undertaken at the earliest possible date to prevent a future flood. I urge the Committee to provide FY 1984 funds for this study at the Corps' full capacity.

The storm damage has not been limited to inland areas. There has been extensive damage along California's coastline as well, and many of the state's popular beaches have lost sand, exacerbating an already major beach erosion problem.

In the past two years, Congress has provided monies for the Corps of Engineers to conduct a study of the causes of shoreline erosion along the Coast of California between Dana Point and the Mexican border. This Coast of California Storm and Tidal Waves Investigation is needed to document shoreline changes, identify and quantify the cause of those changes, and provide the data base for informed decisions on restoring and monitoring Southern California's shoreline. Presently the study deals only with southern Orange County and San Diego County. However, additional monies would permit the Corps to expand the study to all of the Los Angeles County shoreline. Additional funds also would allow for an analysis of the sediment available in the San Diego County riverbed, a study of the amount of sand lost from the coastline to the offshore submarine canyons, and an estimate of the amount of sand transported around major headlands such as Dana Point and Point La Jolla. It's my understanding that the Corps has the capability of using $1.5 million for this study in FY '84, double the amount in the Administration's budget. Along with the California Water Commission and coastal communities, I urge the Committee to provide this increased funding for the Coast of California Storm and Tidal Waves study.

Mr. Chairman, I would like to add a word about the water supply situation in the state. Although this is a very wet year -- the highest rainfall on record -- and California's dams are overflowing, it is generally agreed that when Colorado River water deliveries are curtailed later in this decade -- when Arizona takes its share of Colorado River water -- Southern California will need other supplies. Some of that need can be met through additional water conservation, more efficient use of existing water supplies, and wastewater reclamation. Another proposal that appears promising is enlarging Shasta Dam.

Together with the State of California, the Bureau of Reclamation has been conducting a study to evaluate the feasibility of increasing water supplies for the Central Valley Project and the State Water Project by enlarging Shasta Dam. The study is significant not only in terms of future water supplies, but also in its implications for the delta. Additional releases from Shasta Dam would relieve pressures on the delta in dry years. The State and the Bureau have been sharing the costs ($12 million) and work on the seven-year study equally. A report of the preliminary findings is to be completed this summer. Assuming further study is recommended, it is essential that the Bureau have FY '84 monies to continue with its share of the project. I note, however, that the Bureau of Reclamation's proposed FY '84 budget does not contain any monies for the Shasta Dam study. I urge the Committee to approve an appropriation of $1.85 million in FY '84 as recommended by the California Water Commission.

The Bureau of Reclamation loan program has also been helpful in making additional irrigation water available to California farming communities. Last year the Bureau approved a new P.L. 84-984 loan to the Yuba County Water Agency to build a distribution system for the southern half of the county which is now relying upon groundwater. Agriculture in this area is now threatened because groundwater supplies are being depleted at a rapid rate. The project will assure continued long-term economic viability to the southern Yuba County by providing a reliable source of surface water. I'm pleased the FY '83 Emergency Appropriations bill provided $600,000 of Bureau monies to the Yuba County Water Agency. The FY '84 budget includes $3 million for the project. But an appropriation of $8.4 million as sought by the California Water Commission would permit acceleration of construction -- completing the project at an earlier date and providing employment in a county with the lowest per capita income in the state and 28% unemployment.

The Oakdale Irrigation District is also seeking an augmentation to the Bureau's FY '84 budget for its P.L. 84-984 loan. This district intends to rehabilitate its irrigation distribution system -- installing 64 miles of pipe and cement -- lining two miles of the main channel. These improvements will reduce water losses caused by evaporation and seepage. The project will also provide jobs in Stanislaus County which has 23% unemployment. It's my understanding that the Oakdale Irrigation District's application will shortly be approved by the Bureau of Reclamation. Thus, I urge the Committee to add $1.3 million to the Bureau's FY '84 budget for the Oakdale Irrigation District, permitting this project to begin, as recommended by the California Water Commission.

Mr. Chairman, this afternoon you will be hearing from representatives of the California Water Commission, the California Marine Affairs and Navigation Conference, individual port districts, irrigation districts, flood control districts, municipalities and counties about these and other much needed water resource projects in my state. I hope that you will give the requests of these Californians your sympathetic consideration.

STATEMENT OF HON. WILLIAM THOMAS, U.S. REPRESENTATIVE FROM CALIFORNIA

Senator BURDICK. Mr. Langner, please proceed.

Mr. LANGNER. Thank you, Mr. Chairman.

We have later in our own presentation some graphic presentations also on the coastal damage, which I think you will find very interesting. But first, we have Congressman William Thomas.

Mr. THOMAS. Thank you very much, Mr. Chairman.

I have written testimony I would like to submit for the record.

Sitting directly behind me I would like to note, is Cliff Trotter, engineer-manager of the Arvin-Edison Water District which is the area primarily hit by the Calleguas Creek problem that the Senator mentioned; as well we have Mr. Ben Austin from the Kern County in whose district the Caliente Creek problem lies, or at least part of it. It leaks into a number of other districts as well.

Terry Paxton, chief of drainage and flood control for Kern County, and Stuart Pyle, along with Mary Dignan, engineer of the county water agency.

Let me say that the 20th District in California that I represent has about 20,000 square miles that goes from the Pacific Ocean to the Sierra Nevada Mountains. It contains what I consider to be probably the second richest agricultural land in the United States [laughter] outside of the North Dakotas area. [Laughter.]

It is a large and diverse district. I have several items which I would like to address specifically. First is a request for studies on Caliente Creek. The Caliente Creek project is not a new study, it is a continuation. We are requesting $500,000 based upon the almost $300,000 from last year to continue the study.

We thought we were devastated by a flood in 1978, but it pales in comparison with the problems we have just experienced, with only about $4 million in damage in 1978 compared to almost $40 million in damage today.

All but $97,000 of that $500,000 will be to finish the stage 3 study for handling the Caliente Creek problem.

Second, in Los Angeles County, the Antelope Valley area that I have the pleasure of representing, which currently builds the Space Shuttle and shortly will be assembling the B-1 bombers, has a water problem as well. As far as identifying its mitigating damages for flood control, there is a request for an initial $100,000 for a study in that area.

I represent the coastal town of San Luis Obispo. There is a flood control problem in the city and surrounding area of San Luis Obispo. There is a $300,000 request needed for an initial study in that area.

As well, Port San Luis breakwater, which was constructed by the Corps of Engineers in 1913, has finally been breached because of this storm.

The breakwater is principally a northern-facing breakwater, the storm coming in from the south doing about $23 million worth of damage.

The Corps has responded very quickly to the breached breakwater. We are receiving $1.9 million to repair that breakwater, but we are also requesting $200,000 to study the possibility of a southern breakwater to prevent against the kind of damage we have received in the severe storms.

Those are the four general study areas I am requesting. In addition, although it may seem odd, I am requesting and supporting two additional studies, which will address ways to bring additional water to the Central Valley of California.

We prefer not to have it delivered in this fashion. The San Joaquin River ground/surface water reconveyance study is an attempt to study just how we can move some water in the delta down and through the southern San Joaquin agricultural valley area to add to the water supplies that we need.

In addition, I am supporting the California Water Commission proposal for a study to enlarge the Shasta Dam which will then store additional waters for us to deliver.

I appreciate the willingness of the subcommittee to listen to the problems the State of California has. We will be supplying pictures along with our testimony to begin to give you just a little bit of a feel of what, as the Senator indicated, is happening all over California.

It certainly cannot replace on-site inspection of the severe damage up and down the entire State of California, but it will begin to bring to you the feeling of helplessness as you see very valuable agricultural water, tourist areas, and important commercial sites literally destroyed.

Thank you, Mr. Chairman, very much.

[The statement follows:]

STATEMENT OF REPRESENTATIVE WILLIAM M. THOMAS OF CALIFORNIA

Mr. Chairman, I welcome this opportunity to appear before the subcommittee today in support of funds for flood control and engineering studies in California's 20th Congressional District.

I appreciate the help which the subcommittee has rendered in the past to fund flood control studies, but there is an urgent need in my district, not only to finish the studies but to begin action to protect people and property from further storm damage.

I wish to submit for the record these articles from the Bakersfield Californian which describe the extent of the $40 million in damages suffered in Kern County alone in the most recent disaster. The community of Lamont has been particularly hard hit as periodic rains have repeatedly flooded the area during March, and when the mountain snowpack melts later this spring, more floods could result.

Elsewhere in my district, San Luis Obispo County suffered heavy flood damage, and the Antelope Valley was also hit by flooding. The loss of property district wide nears $65 million, and it illustrates the need to complete existing flood control studies and begin others so that the actual projects can proceed.

Three specific flood control studies need to be advanced at the present:

1) Caliente Creek stream groups investigation:
2) Antelope Valley flood control study:
3) San Luis Obispo stream groups study.

CALIENTE CREEK

Caliente Creek's sudden transformation into a river contributed greatly to the disaster damage in Kern County, causing an estimated $13 million in losses, not counting the damage to agricultural lands.

The Army Corps of Engineers has been conducting studies of flood control measures that might be applied to this area. These studies were begun in 1979 after similar flooding in 1978 caused $4 million in damage, and the stage II investigation is being completed now, using funds which this subcommittee placed in the continuing resolution.

Further progress in the study requires an addition to the appropriations bill for fiscal 1984 of $500,000. Another $93,000 would be required in fiscal 1985 to complete the study.

The Corps omitted funding for this project from its fiscal 1984 budget requests, which would push completion of the study back to 1986 at the earliest. This study has already been delayed because no funds were appropriated for it during fiscal 1981. I respectfully urge members of the subcommittee to include the necessary funds for completion of the study in the 1984 appropriation.

ANTELOPE VALLEY

The Corps has identified mitigating measures which might be effective in controlling floods in the Antelope Valley, but no funds were included in the 1984 budget request for a study.

The Antelope Valley communities are expected to grow rapidly, as it is the primary assembly site for the B-1 bomber and the Space Shuttle, and it is also the prospective site for Palmdale International Airport. The Los Angeles County Board of Supervisors has indicated its support for a flood control study of the area. I respectfully request the subcommittee to include $100,000 in 1984 funds for such a study.

SAN LUIS OBISPO COUNTY

In San Luis Obispo County, periodic flooding has prompted the Corps to identify mitigating measures, but again, no funds have been requested for a study of the San Luis Obispo stream group. In order to proceed with Stage I of the study, $300,000 is needed.

PORT SAN LUIS BREAKWATER

Perhaps the most concentrated storm damage in my district has occurred at Port San Luis on the Pacific Coast in San Luis Obispo County. The port sustained an estimated $23 million in losses to structures and boats.

Although the port is partially protected by a breakwater constructed by the Army Corps of Engineers in 1913, that breakwater was heavily damaged in the recent storms, and it does not guard against southerly storms. The most recent storm which caused the bulk of the damage was a southerly storm that swept into the port area unhindered. I support adding $200,000 to the 1984 appropriation for additional Army Corps studies of the breakwater problem so that protection of Port San Luis can begin as soon as possible.

SAN JOAQUIN VALLEY CONVEYANCE SYSTEM

Mr. Chairman, I also wish to support a request for $300,000 in Bureau of Reclamation funding for the first year of the San Joaquin Valley Conveyance System: San Joaquin River Ground/Surface water reconveyance study.

This funding represents the first year of a two-year study. The county and local authorities involved are willing to contribute $25,000 to the study; included in this group is the Kern County Water Agency.

The importance of such a study lies in the possible additional water which reconveyance could provide to the Mid-Valley Canal. A 1.5 million acre-foot annual overdraft of groundwater now exists in the

Central Valley of California, and the study would investigate bringing 650,000 acre-feet of currently undedicated water into teh valley to alleviate this overdraft.

Also, 85,000 acre-feet of the water under consideration would be dedicated to the Pixley and Kern wildlife refuges. In view of the potential relief this water would bring to the San Joaquin Valley, I strongly support the request for funds and I urge the subcommittee to include this study in the 1984 appropriation.

I wish to thank subcommittee members for their time, and I urge your careful consideration of these funding requests.

SHASTA DAM ENLARGEMENT INVESTIGATION

Finally, I wish to note my support for the Shasta Dam Enlargement Investigation funding recommendation made by the California Water Commission.

The $1,850,000 in Bureau of Reclamation funding recommended by Commission also has the support of my constituents in the Kern County Water Agency. The study offers another opportunity to increase the availability of water to California over the long term, and unless the Bureau of Reclamation receives funding support for this investigation, the study will be extremely difficult if not impossible for state and local authorities to develop.

Kern Flood Loss Near $40 Million

[From the Bakersfield (Calif.) Californian, Mar. 16, 1983]

(By Gordon Anderson)

It probably was the worst disaster in Kern County history, inflicting damage that approaches $40 million, based on federal, state and county estimates.

The flooding that began 15 days ago has resulted in a rebuilding job that will last well into the heat of summer.

Nearly 2,000 homes and 70 businesses have been damaged; 11 homes were destroyed in Loraine alone. More than 115 families have been displaced.

Geary Taylor, director of the county Office of Emergency Services, says no flood-related deaths or injuries were reported.

(By comparison, it's estimated the December 1977 dust storm did $34 million in damage, and that it caused the deaths of at least 15 people statewide.)

Now, as much as is possible, the residents of Lamont, Caliente, Loraine and Tehachapi are trying to get their lives back to normal, while coping with the tons of mud left as the flood's legacy.

As normally docile Caliente Creek exploded over its banks in the mountains on March 1, it ripped apart creekside homes in Caliente and Loraine and demolished roadways and railway track and roadbeds.

As the creek raged to the southwest, it spewed water and debris across busy Highway 58 en route to flooding fields, many of them planted in potatoes.

Picking up speed, the water then burst out of the Eastside Canal in Lamont, pouring into its homes, yards and businesses and across downtown streets.

The floodplain eventually extended all the way to Highway 99, covering it at Sandrini Road.

The Red Cross quickly established an aid station at Lamont School to feed and shelter people.

The county formally was declared a federal disaster area on March 3, opening the way for a federal-county-state team to set up an emergency relief center in Lamont on March 8.

Although that center closed Tuesday after 59 hours of operation, the Red Cross is operating a center, 9 a.m.-5 p.m. today through Saturday, at Clinica Sierra Vista, 8787 Hall Road, Lamont.

Other centers were open for shorter periods in Caliente and Loraine.

In the meantime, the county, Salvation Army and Red Cross had airlifted food, bottled water, fuel and clothing to the stranded residents of those mountain communities.

They also were supplied on land by a county-owned skiploader they'd appropriated and dubbed "The Caliente Ferry."

Throughout the county, hundreds of volunteers—from prisoners to high school students, from church members to firemen—privately pitched in with food, shovels and clothing.

Maximum flood insurance for a one-family home is $45,000. But Dick Belknap of the General Adjustment Bureau estimates 80–90 percent of Lamont's homeowners did not have that coverage.

John Keefer, operations manager for Southern California Edison Co. in Lancaster, says one ranch near Loraine will remain without electricity through this week at least, and perhaps until next Wednesday.

Southern Pacific Railroad spokesman Tom Buckley says the Bakersfield-Mojave line was first broken on March 2. It was reopened on March 11.

Another SP official estimated the railroad's costs at $1.5 million a day for each of the nine days the line was closed.

Caliente Creek Road, which links Caliente to Loraine 12 miles away, will stay closed "a minimum of six months. Only bits and pieces of it are left," said Mike Anolabehere, maintenance engineer for the county Roads Department.

State Highways 166 and 33 from Maricopa to the coast and Ojai were closed March 4, and will stay that way "for quite some time," says CHP officer Bob Burdick.

Mud and rockslides at times closed Interstate 5 and Highways 178, 155 and 14.

STORM DAMAGE AT A GLANCE

[From the Bakersfield (Calif.) Californian, Mar. 16, 1983]

Homes/businesses.—1,996 homes and 70 businesses damaged, 120 residents displaced. Total damage estimate of $2.75 million to private property.

Transportation.—77 county and state roads damaged or closed. Estimated damage: $73,000. Southern Pacific Railroad line washed out in numerous places between Bakersfield and Majave. Unofficial estimated cost of damage, revenue loss and repairs: $13.5 million.

Schools.—93 schools affected in 24 districts, involving 16,500 students. Estimated damage: $365,000.

Utilities.—4,100 PG&E customers out in Lamont, Arvin and Edison, plus 3,760 Southern California Edison Co. users without power in Caliente, Tehachapi and Loraine.

Agriculture/water.—Estimated $7.5 million damage to about 4,000 agricultural acres, plus unknown costs in inferior or reduced crop yields and to repair irrigation systems and croplands. About $3.5 million damage to the Eastside and Arvin-Edison canals.

Officials of the Federal Emergency Management Agency say the following assistance was provided at its Lamont, Caliente, Loraine and Cantil centers from March 8 through March 15:

Registrations for assistance.—738, plus 115 returnees.

Small Business Administration loans.—570 interviews (490 home/personal, 101 business), 315 applications issued (240 home/personal, 75 business).

Temporary housing.—302 interviews and 116 applications issued.

Individual family grants.—288 interviews and 185 applications issued.

Disaster unemployment assistance.—105 interviews and 54 claims filed. This program is for people whose unemployment insurance has run out and for self-employed individuals who are not eligible for conventional unemployment insurance.

PORT OF STOCKTON, CALIF.

STATEMENT OF ALEXANDER KRYGSMAN, PORT DIRECTOR, PORT OF STOCKTON

Mr. LANGNER. Photography is obviously a very important part of our presentation this year, Mr. Chairman.

We have from the inland Port of Stockton, Don Giles, president of the Stockton Port Commission, and Port Director Alex Krygsman.

Mr. KRYGSMAN. Mr. Chairman, I am Alex Krygsman, director of the Port of Stockton. I thank you for the opportunity to present this to you today. I have presented for the record a written statement, and I will not read the statement, but I would like to make some additional comments.

With the statement is also provided a picture, but not a picture of the problem. I have provided a picture of the solution, the dredge.

I wish to add to the written statement that by speeding up the project that Congressman Shumway has already mentioned we can not only increase or speed up the assistance and the economic input of the Port of Stockton, but also all the inlands of the delta.

These inlands of the deltas are enclosed by levees that are in danger of breaking, and by speeding up our project, we can use the stored material and the dredged material for reinforcement of those levees.

I am certain that the inlands of the delta are the most productive lands of the world. [Laughter.]

Mr. Chairman, in this case, an ounce of prevention is worth not a pound of cure; it is worth at least 10 or, in some cases, 100 pounds of cure.

If the committee and the Congress can respond to our request and give us the additional funds, then that will not only impact on the normal economic impacted area of the port, but it will greatly assist the entire San Joaquin Delta. Indeed, it will benefit beyond the delta. It will benefit the entire San Joaquin Valley through Fresno and Bakersfield, and it will benefit the Los Angeles area that gets water from northern California and the delta is vital to the water quality and water going to Los Angeles.

To conclude, I wish to also support and make sure it is also in my written statement that the Port of Stockton also supports the deepening of the channel to the Port of Sacramento.

Thank you, Mr. Chairman.

Mr. LANGNER. Thank you, Mr. Krygsman.

[The statement follows:]

STATEMENT OF ALEXANDER KRYGSMAN, PORT DIRECTOR, PORT OF STOCKTON, CALIF.

I am Alexander Krygsman, Port Director of the Port of Stockton, Stockton, California.

The Port of Stockton Deepwater Channel Deepening Project is an authorized project, presently under construction.

The Port of Stockton is primarily a bulk port that serves industry and agriculture in the San Joaquin Valley in California and the bulk imports and exports of the Western States, including the coal areas of these States.

The Port of Stockton recognized as far back as 1952 that deeper channels would be needed for the movements of bulk cargoes, including coal, but not limited to coal. Grain, fertilizers and many other bulk materials have the same requirements and need deeper channels as much as does the movement of coal.

We need ports that can handle larger more economical and more fuel efficient vessels close to the production areas, both agricultural and industrial to conserve energy.

The Port of Stockton is such a port. Its channel is presently being deepened to keep it a viable port that can adequately serve our Nation and California's needs.

Brigadier General Homer Johnstone, in his recent status report to you, stated it clearly; "the need for improvements to the channels is becoming urgent".

This urgent project is one that deserves continued funding to completion.

The Stockton Channel Deepening Project has overwhelming public support. The City of Stockton, San Joaquin County, neighboring cities and counties and the State of California support it. Continued funding of this project is an investment that will bring generous returns.

We urge you to appropriate 13.2 million dollars to fund continued construction for the fiscal year 1983-1984. We realize that this is approximately 5 million dollars more than is in the proposed President's budget; however, the dredging is proceeding faster than expected and the additional funds would allow the dredging to be done faster, without interruption, which will make the project cheaper to complete. Additional funding in fiscal year 1984 would reduce requirements the following year and additionally can be expected to save substantial funds by keeping the dredge working straight through to completion, eliminating unproductive deadtime that will otherwise be incurred inbetween contracts.

To avoid any misunderstanding, I wish to again state for the record that the Port of Stockton is also in support of deepening the Sacramento Channel.

VENTURA HARBOR, CALIF.

PREPARED STATEMENT

Mr. LANGNER. We also have represented here today and will be testifying in support of Hueneme, Calif., Commissioner Stanley Daily, Ray Fletcher, Bob Jennings, Leo Ramirez, and Port Director Ed Millan, a past president of our conference.

Also on behalf of the Ventura Port District, General Manager Richard Parsons has submitted a statement for the record, Mr. Chairman.

[The statement follows:]

STATEMENT OF RICHARD W. PARSONS, GENERAL MANAGER, VENTURA (CALIF.) PORT DISTRICT

Ventura Harbor is located along the Southern California coastline in the City of San Buenaventura, some 30 miles downcoast from Santa Barbara, and approximately 60 miles northwest of the City of Los Angeles. Ventura Harbor became operational in 1963, and it soon became evident that the Harbor was plagued with a serious entrance problem. In May, 1968, the Ventura Harbor became a Federally approved project committing the U.S. Army Corps of Engineers to provide maintenance dredging and a solution to the entrance problem. A detached breakwater and sand trap area which was completed by the Corps of Engineers in 1972 has provided significant improvement to the Harbor entrance. The need for annual maintenance dredging continued however, and the Corps of Engineers and the Ventura Port District have conducted maintenance dredging of the Harbor entrance within the limits of their jurisdiction from 1968 through the present time.

In recent years an aggressive development program has resulted in many new facilitics, and others that are either under construction or are scheduled for start in the very near future. These include an extensive commercial facility, primarily oriented to the commercial fishing industry and the servicing of the offshore oil industry. The total investment for these improvements is approximately $30 million, with $1,300,000 being funded by the Economic Development Agency. In addition, the headquarters for the Channel Islands National Park has been completed, and large numbers of public are enjoying the displays and program of the National Park Service. A new 225 room resort hotel complex is underway with an anticipated expenditure of $25 million.

All of the operations of the Harbor, particularly those related to commercial fishing and the support boats for the oil industry, are highly dependent upon a navigationally adequate entrance to the Harbor. It is therefore respectfully requested that the Federal Government continue to fund the maintenance dredging obligation of the U.S. Army Corps of Engineers, and include $2,900,000 in the Fiscal 1984 Budget. The area of Corps of Engineers responsibility is illustrated in Photo No. 1.

II

The U.S. Army Corps of Engineers was authorized by a Senate Public Works Committee Resolution of June 6, 1973 to perform a review study of the navigational problems of the entrance to Ventura Harbor. To date, this study has not been funded. The recent devastating storms on the west coast have clearly demonstrated that there is an urgent need for the Corps of Engineers to proceed with the authorized review study. Photo No. 2 illustrates the area of the proposed review study. The frequent winter shoaling of the entrance channel represents an extreme hazard to navigation, and results in the consequent need to periodically maintenance dredge the channel and adjacent sand trap. Additionally, the entrance channel is subjected to considerable wave action during certain winter sea conditions which cause hazardous entrance conditions at the downcoast end of the breakwater. Finally, the beach area upcoast of the entrance channel experiences serious erosion problems which pose a potential threat to life and property.

It is respecfully requested that the review study authorized in 1973 be funded in the amount of $250,000. It is felt that the results of this study will not only lead to an improvement of the navigational problems at the Ventura Harbor, but in all probability will reduce the future cost of maintenance dredging.

III

The severe winter storms that hit Southern California this past winter resulted in the development of dangerous shoal conditions in the Ventura Harbor entrance channel. Following the January 21, 1983, Presidential Declaration that Ventura was a Disaster Area, the Port District arranged on January 31, 1983 for Shellmaker, Inc. to commence the emergency dredging of the shoal obstructing the channel. The emergency dredging was essential in order to assure a safe entrance channel until the Corps commenced their scheduled maintenance dredging program on March 7, 1983. Ultimately, between January 31 and February 23, 1983, the Port District expended $126,459 in having Shellmaker remove approximately 100,000 cubic yards of material from the entrance channel shoal.

The 100,000 cubic yards of material that Shellmaker removed while working on an emergency basis for the Port District is material that would have required removal by the Corps of Engineers. Since every dollar expended by the Port District thus resulted in a direct dollar savings for the Corps, it is requested that a reimbursement to the Port District in the amount of $126,459.00 be provided.

In closing, we wish to indicate our appreciation for the support and assistance of your Committee in the past. The Ventura Port District stands ready to cooperate with the Corps of Engineers to the fullest extent appropriate.

LOS ANGELES COUNTY SHORELINE EROSION CONTROL

STATEMENT OF VICTOR ADORIAN, DIRECTOR, LOS ANGELES DEPARTMENT OF BEACHES AND HARBORS

Mr. LANGNER. Also, from the County of Orange, Carl Nelson, director of public works is here; and the Los Angeles Department of Beaches and Harbors is represented by yet another past conference president, Victor Adorian.

Mr. ADORIAN. Thank you for the opportunity, Mr. Chairman. The Congressman very adequately described the damage to our shoreline. Our projects are covered in our written testimony we have submitted for the record.

I would like to state that we have lost from 6 to 12 critical feet of shoreline and all the structures upon that shoreline which extend from 100 to 150 feet all along the county.

We have roughtly 100 million visitors to visit our beaches each year. The impact on our economy and on our shoreline has been tremendous.

Thank you very much.

Mr. LANGNER. Thank you, Mr. Adorian.

[The statement follows:]

STATEMENT OF VICTOR ADORIAN, DIRECTOR, LOS ANGELES COUNTY DEPARTMENT OF BEACHES AND HARBORS

The Board of Supervisors of the County of Los Angeles respectfully, and with a sense of great urgency, requests the serious consideration of the Congress of the United States for several projects required to preserve and restore a vital and precious asset, the 75 mile County shoreline. Since November a series of unforeseeable storms and tidal activity have caused the near destruction of the most heavily used beach system in the United States, massive adjacent land movement and coastal erosion of a nature not seen for decades. Six to twelve vertical feet of sand have been lost, perhaps irretrievably. It is essential to determine the full nature and extent of this process and to initiate the projects required to preserve and restore vital shoreline areas. The enclosed map delineates all project locations.

For several years we have requested without success funding for continuation of a federal survey of the north coast of Los Angeles County to determine feasible sites for construction of small craft facilities. The prospect of early development immediately adjacent to and impacting upon the federal channel in the Marina del Rey Small Craft Harbor places a priority on this project.

California Storm and Tidal Wave Study (Approximate Cost: $1.5 million)

This study is previously authorized and the President's budget provides $750,000 to study the geographic shoreline area from Dana Point in Orange County south to the Mexican border. The study is of accelerating importance to document shoreline changes, identify and quantify the cause of those changes, and provide technical information for sound decisions on restoring and maintaining the shoreline.

Most importantly, it is essential to allocate an additional $750,000 to extend this study north to incorporate the Los Angeles County coastline.

Sequit Point to Flat Rock - Erosion Control Study (Approximate Cost: $100,000)

We request reactivation of this erosion control study and expansion to include White Point and Cabrillo beaches in the vicinity of the Port of Los Angeles. This study focuses upon localized erosion problems and recommends specific solutions including hard structures, such as groins and revetments, and soft structures, such as sand placement to support or protect the former.

Sequit Point to San Pedro Breakwater - Beach Restoration Project (Approximate Cost: $10 - $15 million)

This project is required to initiate restoration measures in areas which have suffered the greatest damage, and to prevent additional damage which may be irreparable. The basic purpose of the project is to protect public facilities from further destruction. These include beach-related facilities and such items as adjacent public streets, utilities and lighting.

The project will include determination of the most appropriate source of offshore and/or onshore sand to replenish the millions of cubic yards of sand lost in the 1983 storms. However, it is likely that sand placement would be accomplished by means of offshore dredging rather than transport of land based deposits, given the quantities and transportation cost involved.

North Coast of Los Angeles County Navigational Survey and Study
(Approximate Cost: $250,000)

In recognition of the growing demand for small craft facilities, and of the great financial success of the joint federal/county Marina del Rey Small Craft Harbor Project, the Congress authorized the $470,000 survey in F.Y. 1968, together with an initial federal appropriation of $5,000 in the Corps of Engineer's budget, pursuant to the provisions of Public Law 14, 79th Congress, approved March 2, 1945. Since 1968 federal appropriations have totaled $165,000, which amount was expended by the Corps to survey a number of locations between Malibu and Marina del Rey.

Some $4.6 million was expended by the federal government since the Marina del Rey Project was authorized in 1954. This expenditure has been matched by $19 million in state and county funds and a $175 million investment by private industry to provide the great variety of public facilities available in the Project area; and a very substantial financial return to both governmental agencies and the private sector.

There is a site adjacent to Marina del Rey which may provide the last potential opportunity for additional boating facilities on the County coast. Because property development plans for this area are nearing completion we urgently need an $85,000 navigation study that will provide badly needed boat slips and public recreational facilities, additional private business opportunities, 600 jobs, and substantial tax revenues to federal and local governments.

The City of Santa Monica has requested that an additional $165,000 be provided in the study to determine the feasibility of reestablishing their breakwater to provide boat refuge and protected moorings for small craft in Santa Monica Bay. The breakwater, already in a state of deterioration, suffered very substantial additional damage in the recent storms.

All legislative bodies must contend with growing demands, shrinking resources, and the difficult allocation of those resources. I trust your Committee will recognize the high priority associated with those projects, particularly by the eight million citizens of Los Angeles County and the countless visitors which contribute to our economy.

Statement of Ernest L. Perry, Executive Director, Port of Los Angeles

Mr. Chairman, my name is Ernest L. Perry, Executive Director of the Port of Los Angeles, and I am representing the Los Angeles Board of Harbor Commissioners at this hearing. I appreciate this opportunity to discuss appropriations requests crucial to the development and completion of projects which will enable the Port of Los Angeles to better serve the entire nation, as well as its own Southern California region.

These appropriations concern funding for the Los Angeles-Long Beach Harbors Study for future channels and landfill development, maintenance of the Los Angeles-Long Beach Harbors hydraulic model at the Corps of Engineers testing facility in Vicksburg, Mississippi, and continuing research into base conditions relative to tides, winds, and other elements within the harbor that influence its development.

The President's proposed budget for 1984 includes an appropriation of $256,000 to complete a study of plans for harbor expansion and improvements to the year 2020, and a $125,000 appropriation for maintenance costs on the Vicksburg model.

We are most appreciative that these allocations are included, but we are very much dismayed that the proposed budget fails to provide for a requested appropriation -- or any funding at all -- for perhaps the most important study of all in terms of long-range planning for San Pedro Bay.

Mr. Chairman, I am referring to the San Pedro Bay study of tidal circulation and harbor resonance. This five-year study was initiated in fiscal 1981-82 by the Corps of Engineers. To continue it, we request an appropriation of $1,283,000, which includes $125,000 for maintenance of the Vicksburg model. While the President's proposed budget includes $125,000 for model maintenance, it does not provide funds to continue studying tidal circulation and harbor resonance.

Mr. Chairman, please consider the actual impact and significance that information derived from the study will have on future harbor planning when it is completed -- and the serious handicap it will place on our decision makers if it is delayed due to lack of funding.

The study is producing data that is vital to assess the impact and desirability of future dredging and landfills involving harbor waters. It defines existing tidal circulation and wave energy, and will permit an evaluation of the soundness of proposed harbor changes that influence tidal circulation and harbor resonance.

The study will provide a sound data base and improve our understanding of the magnitude, source and effect of wave energy on ship mooring at any selected location. It will enable us to firmly identify directions, velocities and wind effects on patterns of natural circulations influenced by tidal action. This data will improve our ability to plan and implement major harbor development projects.

At the present time, our information on existing circulation and surge conditions and the effect of wind and tide thereon in the harbor is incomplete and inconclusive. Without it, there is a very real danger that a well-planned and well-intentioned project that alters the bottom configuration could disrupt circulation patterns and create unexpected problems elsewhere in the harbor. This study will furnish vital information to help us avoid such problems -- if it is funded to completion.

The fact of the matter is that the Corps has the responsibility to provide this basic data on harbor conditions when we submit proposals for site-specific projects. However, their data base in our local waters is incomplete, and they do not now have adequate information on harbor conditions to properly evaluate our long-range development program.

Mr. Chairman, securing this complex information is a tedious and time-consuming procedure. Any delay will seriously impair our ability to respond in a timely manner to governmental agency requirements and permits.

The Port of Los Angeles is investing approximately $100 million per year from its own revenues in its Five-Year Development Program. Therefore, your approval of this appropriation is extremely important to the financial planning of our harbor.

Our immediate concern is with a permit application we have filed with the Corps for a major dredging project which will provide approximately 600 acres of additional landfill on the south side of Terminal Island for future cargo-handling operations. The Port of Los Angeles is prepared to invest $100 million in this project alone, and it is necessary that a permit be issued early in 1984 to enable us to meet our project schedule.

We understand that ports are required to finance model studies for their own site-specific projects. Recently, we commissioned the Corps to conduct an independent study to determine preventative action to cope with wave surge conditions in our Fish Harbor. The Port has allocated $178,000 for this wave study of Fish Harbor to assist the fishing industry and assure the safety of the fleet. Also, the Port is funding model work for a new bulk and coal handling facility in the amount of $100,000.

Mr. Chairman, we have worked hard and are proud that the Port of Los Angeles is considered the most successful port in the United States in terms of revenues it produces. But we are prouder still of the scope and quality of the service we provide, and we are constantly trying to improve and expand that service.

The deepening of our main channels from minus 35 feet to minus 45 feet is on schedule and will be completed in just a few weeks. That means our port will be able to accommodate the 35% of the world's container ships which could not use it at its previous depth. It will increase our traffic volume immeasurably.

Two other major projects are currently under construction. The new American President Lines container terminal will be the largest single-user container facility on the West Coast when it is finished in early 1984. Our $56 million West Channel/Cabrillo Beach Recreational Complex will be completed in 1985, and we expect it to become a leading tourist attraction and one of the most popular recreational centers in Southern California. Its impact on the local economy will be considerable.

The neighboring Ports of Los Angeles and Long Beach have maintained a competitive relationship for years, but there are numerous times when we cooperate and coordinate our efforts on projects of mutual benefit to both ports. An example of this is the new Intermodal Container Transfer Facility. Construction on the ICTF will begin soon in the harbor area as a joint venture of the two ports and the Southern Pacific Railroad.

This will solve a long-standing problem for both ports by eliminating the need to truck containers the 25 miles to railyards in downtown Los Angeles. It will eliminate the extra drayage costs, as well as help cut down on freeway congestion and air pollution. And it will reduce shipping costs to and from all parts of the world.

We have ambitious and realistic plans for both the immediate and long-range future. The Corps dredging in the main channels has enabled us to add 190 acres of new landfill to Terminal Island. This is the planned site for our proposed new dry bulk facility, which will include the handling of American steam coal when needed by Pacific Rim nations.

Shipment of bulk products through our port will help promote the current effort to increase American exports and improve our nation's balance of payments.

The ongoing study of plans for expansions to the year 2020, for which the $256,000 appropriation is requested, is determining the need for and economic feasibility of creating 2,600 additional acres in San Pedro Bay for port-related purposes.

These are but a few of the long-range plans we have for the Port of Los Angeles and its future -- all programmed to enable us to provide the best possible service to the citizens of our country. The Port of Long Beach has its own plans for the future, just as far-sighted and important as ours, and we support Long Beach's requests to your committee.

In conclusion, Mr. Chairman, the future of both ports is dependent upon the study to provide a data base for the harbor -- its tides and winds, its circulation and how it will behave and react under a given set of conditions or when altered or changed in any way. This important information will be provided by the continuing study of tidal circulation and harbor resonance. To be deprived of this data base for lack of financial support would seriously delay the planned expansion of San Pedro Bay.

That is why I strongly urge your committee to approve the necessary appropriation to continue the quest for this vital knowledge. It will enable our port planners to map, with wisdom and conviction, the future of one of the largest manmade harbors in the world, to the lasting benefit of the nation and its people.

Thank you, Mr. Chairman, for the opportunity to address your distinguished Committee.

PREPARED STATEMENT

Mr. LANGNER. A statement has been submitted by Paul Hughey, general manager of the Contra Costa County Development Association, covering the Stockton ship channel projects.

[The statement follows:]

STATEMENT OF PAUL F. HUGHEY, GENERAL MANAGER, CONTRA COSTA COUNTY DEVELOPMENT ASSOCIATION

SUMMARY

Project	Requested Amount Fiscal Year 1984	
San Francisco Bay to Stockton Ship Channel	$13,200,000	1) Continue Construction of Stockton Channel;
	$ 4,000,000	2) Continue preparation of draft GDM and EIS for Richmond Reach and Commence Construction;
(John F. Baldwin and Stockton Ship Channels)		3) Continue hydrological studies of hydraulic salinity barrier for Baldwin Channel

TESTIMONY

My name is Paul F. Hughey. I am General Manager of the Contra Costa County Development Association, an official Economic Development Agency of Contra Costa County, California

My organization would like to express our appreciation for the continued appropriations the Committee has provided to enable proper planning, design and construction for the San Francisco Bay to Stockton Ship Channel improvement project. This very important improvement is vital to the long range economic viability of the large area it serves. We also greatly appreciate the manner in which the Corps of Engineers is carefully considering the environmental impact of this project within the guidelines provided by the Congress. We approve of the careful analysis of environmental, economic and social factors as they relate to this project and we will cooperate fully in providing any information or assistance the Corps may require to enable proper judgement on initiating further phases of construction.

Background

The Development Association filed a brief with the corps of Engineers in 1958, requesting a study of the feasibility of improving the main shipping channel between San Francisco Bay and the Port of Stockton. As a result, the study was funded by the Congress under an appropriation sponsored by the late Congressman John F. Baldwin. This project, described in House Document No. 208 of the 89th Congress, 1st Session, was approved by the Congress in September 1965. As a part of this project, the San Francisco Bar has been deepened from 50' to 55' and the main shipping channel into San Francisco widened. Some minor additional construction was also provided near the Port of Richmond and on the levee system of the upper San Joaquin River. For the past few years, the Corps has been engaged in studies to enable it to prepare the General Design Memorandums and the Environmental Impact Statements required by law.

In order to expedite work on portions of this overall project, the project has been divided into five phases or sections. Commencing at the entrance to San Francisco Bay, Phase 1, the widening and deepening of the San Francisco Bar to 55' has been completed.

Phase 2 consists of deepening the West Richmond Channel from 35' to 15' for a distance of approximately three miles to connect the naturally deep waters of San Francisco Bay and West San Pablo Bay. The corps is continuing preparation of the Draft GDM and EIS for this phase scheduled to be completed shortly. The State of California, Congressman

George Miller, the Contra Costa County Board of Supervisors, and local interests all support this phase of the overall project and it should proceed expeditiously. It will provide the needed deeper channel for the Port of Richmond which has placed its first container berth in operation, provide a better approach to the Chevron, USA, Richmond Refinery wharf, and provide a needed deeper channel for the U. S. Naval Fuel Supply Depot at Point Molate, near Richmond, and the bulk liquid facilities of the Port of Richmond at Point San Pablo. $4,000,000 in construction funds for this phase are requested for FY84

Phase 3 and 4 consists of deepening the existing 36' channel through San Pablo Bay and lower Suisun Bay 35' Channel to 45'. Corps model studies indicate that this phase will induce an increase in salinity levels in the Delta. Therefore, the Corps is continuing engineering and model studies on various types of underwater salinity barriers or sills in the Carquinez Strait to mitigate the effects of the project.

Phase 5 consists of deepening the Stockton Channel and upper Suisun Bay Channel from the existing 30' to 35' from Point Edith, upstream of Martinez, to the Port of Stockton. Construction commenced on this phase in October, 1982, and will continue expeditiously until completion.

The Economy

The San Francisco Bay is known throughout the world as one of the world's great harbors. In 1978, the latest year for which Corps of Engineers figures are available, some 56 million tons of cargo passed through the Golden Gate. Almost two-thirds of this total passed over the public and private docks of Contra Costa County and the Port of Benicia in adjacent Solano County via the existing John F. Baldwin Ship Channel.

All six of the petroleum refineries in Northern California, representing some 800,000 barrels per day of throughput, lie on this channel. Also on this channel is the world's largest sugar refinery, C&H at Crockett, importing almost 1 million tons of sugar each year, steel plants, chemical plants, paper mills, a gypsum plant, expanding general cargo facilities, and electric power generating plants of the Pacific Gas and Electric Company which are partially dependent upon shipment of fuel oil. Two power plants alone represent some 30% of all the electric generating capacity in Northern and Central California.

Also served by this channel are three important naval installations; the Naval Fuel Supply Depot at Point Molate, near Richmond; the U. S. Naval Shipyard (a Nuclear Submarine Facility) at Mare Island, Vallejo; and the U. S. Naval Weapons Station at Concord which is shifting to containerization which will require a deeper channel. The importance of a safe and adequate shipping channel to our Navy is obvious. It might be noted that the Corps does not include national defense installations in computing the cost-benefit ratio of projects.

Mr. Chairman, given the present balance of payment, problems and the recessionary economic situation, it would seem obvious that everything possible should be done to reduce transportation costs, improve efficiency, and minimize environmental impacts.

In 1979, some 1,200 tankers entered San Francisco Bay. Over 250 of these vessels had a draft of 35' or more which is the present dock side depth of all of the petroleum refineries and terminals on the channel. These vessels have to anchor in South San Francisco Bay and have a portion of their cargo lightered off before they can proceed partially loaded to the refinery or terminal docks. This is an environmentally unsound practice, since it is known that the greatest risk of oil spillage occurs when it is necessary to transfer cargo. A deepening of the channel would enable these ships to proceed directly to their docks, thereby reducing time and transportation costs and reducing environmental hazard.

Mr. Chairman, the long-range viability of the San Francisco Bay Area regional economy is dependent upon the completion of this project. The last significant improvements to this main shipping channel were completed in the 1930's. The world shipping fleet has changed dramatically since that time. The ships are much larger in every respect and unless this channel is improved, the region cannot remain competitive to the detriment of our nation. Given the importance of international trade, the balance of payments and the very large sums collected in customs receipts by the San Francisco District each year, true national interests are involved.

We request the Committee to appropriate the amount of $17,200,000 to enable this project to proceed expeditiously.

Mr. Chairman, we thank the Committee for its attention to our concerns. Thank you.

PORT OF REDWOOD CITY, CALIF.

STATEMENT OF RICHARD DODGE, PORT COMMISSIONER, PORT OF REDWOOD CITY

Mr. LANGNER. The Port of Redwood City on the South Bay is represented by Commissioners Robert Spillers, Gerald Chandler, Port Manager Fred DePietro, Redwood City's Mayor William Stangel, and city attorney David Schricker. Port Commissioner Richard Dodge has a brief statement.

Mr. DODGE. Mr. Chairman, I am Richard Dodge, vice president of the port commissioners, Port of Redwood City, Calif.

We are pleased to voice our support to the efforts of Congress to enact legislation in the form of the Deep Draft Navigation Act of 1983 as introduced by Senator Hatfield on March 21.

The proposed legislation provides an appropriate method to insure our ability to compete in world commerce, enhance needed port development, and maintain a viable national port system through the establishment of an effective cost recovery system through the application of uniform user fees.

Thank you.

SANTA BARBARA HARBOR, CALIF.

STATEMENT OF SHEILA LODGE, MAYOR, SANTA BARBARA, CALIF.

Mr. LANGNER. The city of Santa Barbara is represented by Mayor Sheila Lodge.

Ms. LODGE. Thank you for the opportunity to be here today. This is my second time. We came last year, and what we figured would happen last year did happen this winter; Santa Barbara Harbor was completely sanded in.

While we are not concerned about our agricultural land, we are concerned about our fisheries. Of the 1,000 boats in the harbor, 200 are commercial fishing vessels.

The 2-month closure of the harbor represented some $2 million in revenue and some 200 people had to apply for unemployment and welfare as a result.

We urge your support in the dredging of Santa Barbara Harbor.

Mr. LANGNER. Thank you. Mayor Lodge.

[The statement follows:]

STATEMENT OF SHEILA LODGE, MAYOR, SANTA BARBARA, CALIF.

On March 25, 1982, I appeared before your Committee to outline "The Dredging Needs of Santa Barbara Harbor". The purpose of that paper, a copy of which is attached, was to present a scenario of the economic impact of the closure of the harbor should dredging be discontinued.

The storms which ravaged the California coastline from January 24, 1983 through March 4, 1983 succeeded in shoaling in the Harbor entrance completely. On January 25, 1983, City Council declared a State of Emergency with the harbor channel at a depth of four feet. On February 21, 1983, four months later than the normal dredging schedule, the Army Corps of Engineers authorized emergency dredging. The harbor at that time was totally landlocked. By March 26, 1983, vessels were again able to navigate the channel.

The scenario presented in the March 25, 1982 paper concerning closure of the harbor, therefore, did materialize, particularly for the commercial fishing fleet and related businesses. The following is a summary of the impacts of this two-month closure of the harbor:

I. COMMERCIAL FISHING		
Total Loss of Income for Fish Landed or Processed Locally		$400,000

Total urchins unloaded totaled 79 tons as compared with 1500 tons normally unloaded during the same time period. Buyers were forced to go to other ports and may not return to Santa Barbara to do their buying.

II. HARBOR AND MARINE BUSINESSES DEPENDENT ON FISHING		
Fuel Dock	$300,000	
Chandleries	34,000	
Loss of Income		$334,000
III. OTHER HARBOR AND MARINE DEPENDENT BUSINESSES		
Sportfishing	148,000	
Boat Rentals	15,000	
Loss of Income		163,000
TOTAL LOSS OF INCOME		$897,000

In addition to the above loss of income to various commercial enterprises, the State of California Employment Office reported that 328 claims were filed from February 22, 1983 to March 30, 1983 from commercial fishing crews and other harbor area employees laid off because of the harbor closure. The actual number of employees laid off may be greater due to the transient nature of fishing boat crews. The local urchin processing plants cut their work force by 70% during the height of the season when vessels could not leave the harbor.

Other impacts which have been experienced during the time the harbor was closed are as follows:

1. As foreseen in the March 25, 1982 paper, the Coast Guard Cutter Point Judith did leave the Santa Barbara Harbor before the channel became too shallow and returned on March 30, 1983.

2. Harbor closure also necessitated the removal of the oil containment vessel and the Navy defense vessel from the harbor.

3. Fishing vessels which were out of the harbor fishing during the period that the channel completely sanded in were locked out of the harbor and forced to berth in Southern California harbors. These fishermen were paying slip fees to two harbors and by being in Southern California, were not close enough to fish local waters.

Annually, approximately 350,000 cubic yards of sand must be removed from the channel leading into the Santa Barbara Harbor. This work is accomplished by contract authorized and administered by the U. S. Army Corps of Engineers.

During the current fiscal year, the sum of $945,000 has been made available to the Corps of Engineers for the above work. About one-half of this appropriation has been spent since February 21, 1983 on emergency dredging, and it is my understanding that the balance of the needed work will be accomplished in the near future.

The proposed 1983-84 budget includes an appropriation of $1,100,000 to continue this required dredging program. The City of Santa Barbara respectfully urges your support of the appropriation. It is vital to the existence of our harbor.

APPENDIX A

BACKGROUND

Santa Barbara Harbor is located between Port San Luis, 100 miles to the north, and Ventura Harbor, 20 miles to the south.

In this key geographical location, the harbor provides shelter to over 1000 boats year round. The vessels range in size from less than 25 feet to over 130 feet and the average boat size is 35 feet. The harbor provides refuge for boats transiting the area and for commercial vessels engaged in seasonal fisheries. Eighty-five visiting boats, mostly commercial, use berths every day of the year.

Santa Barbara Harbor has been subject to sand shoaling due to littoral drift since its inception. Annual dredging under the authority of the U.S. Army Corps of Engineers has been required to keep the channel open to navigation. A minimum of 350,000 cubic yards of sand must be dredged from the entrance each year. Without dredging, the harbor would be clogged with sand and closed to navigation within one year.

The Army Corps of Engineers with the statutory authority and responsibility to dredge the harbor expended $743,000 in 1981. The ten year average cost for dredging has been $750,000 and the Corps has indicated a $950,000 capability for Santa Barbara Harbor dredging in 1983. The President's budget, however, contains no requested appropriation for Santa Barbara Harbor dredging.

APPENDIX B

COMMERCIAL FISHING

Commercial fishing is a substantial industry in Santa Barbara. Two hundred, or 20%, of the boats in the harbor are engaged in this activity. The fisheries include bottom fish, shark, crab, shrimp, abalone, swordfish, and sea urchin. Sea urchins account for 9300 tons of the more than 12,000 tons of fish landed in Santa Barbara annually. The local sea urchin fleet accounts for over 65% of all sea urchins landed in California and Santa Barbara has the largest, single-port, sea urchin operation worldwide.

Ten urchin processing plants, which employ 700 persons, obtain nearly all their product from Santa Barbara. The economic benefit is widespread with one plant located in Santa Barbara and nine in Ventura and Los Angeles counties. In 1981, 90% of the product was exported to Japan. The fleet has grown locally due to the harbor's close proximity to active fishing grounds.

Most of the other species of fish are processed in Santa Barbara. There are 200 jobs associated with the processing aspects of the industry while over 400 persons are employed as crew members on fishing boats. The Santa Barbara fish processing and wholesale industry does about $10 million worth of business per year and is totally dependent on the harbor. The fishing fleet would have to relocate or cease operation if the harbor were to close. Relocation would double fleet fuel consumption to a minimum of 1.5 million gallons per year. This added cost of fuel would be reflected in increased wholesale and retail fish prices. Sea urchin processors believe that the market could not tolerate increased costs and prices and that this growing industry would be seriously curtailed.

APPENDIX C

HARBOR AND MARINE DEPENDENT BUSINESSES

Many other businesses in the City have grown up around the harbor. The boat, marine equipment, engine manufacturing, and sales and service enterprises employ approximately 100 persons. Two hundred persons are employed in boat services, repairs, chandleries, sport fishing, and restaurants within the harbor itself. A total of approximately 300 jobs are attached to harbor and marine dependent businesses. Enterprises in the harbor alone do approximately $12 million in business annually and all are immediately dependent on the operation of the harbor.

APPENDIX D

PROPERTY INVESTMENT

Dredging serves two functions: 1) Maintaining a navigable harbor channel; and, 2) Replenishing sand on down-coast beaches. Sand continually flows along beaches in a west to east littoral drift. This sand settles out and clogs the harbor entrance. Meanwhile, deprived of nourishment, easterly beaches erode as sand is carried off. In the process of dredging, the easterly beaches are nourished with sand dredged from the harbor. Without the resupply of sand to beaches, the sand would soon be depleted. Within a year, there would be deep erosion and coastal property would be threatened. Damages could approach $5 million.

The value of boats berthed in the harbor is set at $20 million by the County Tax Assessor. If the harbor were to be unusable, boats would be trapped in the harbor, forced to move to other harbors, or to anchor outside the harbor. Due to the insufficient supply of berths in Southern California, boats would cease being assets and, instead, be liabilities. It is not unrealistic to expect boat values to diminish by 50% or $10 million.

The City has constructed marinas and piers to serve boats. The current depreciated value of the marinas is $3.7 million. This value would be lost. In 1981-82 $1 million of maintenance and improvements have been undertaken. Stearns Wharf has been the object of $4 million in structural renovation and improvements. The wharf would continue to operate although with decreased attractiveness at the onset. In time, shoaling, however, would modify the surf line so that winter storms would threaten the structural integrity of the wharf.

The City recognizes the importance of the harbor and will be seeking long-term solutions to dredging and storm protection problems. In a completely local effort, the City established a harbor preservation fund in 1980-81 by resolution. Not intended for operating costs, the current balance of $350,000 is to be increased annually in order to establish the City's contribution to the costs of a new breakwater.

In 1980, dredging of West Beach to replenish sand on easterly beaches and to open more small craft sailing water was accomplished through a $600,000 grant from the California Department of Boating and Waterways. The City, from local revenues, is undertaking a $100,000 dredging project inside the sand bar to open navigational channels, preserve a mooring area, and increase storm protection. A like amount will be budgeted in FY 1982-83 and thereafter approximately $100,000 will be budgeted every other year.

APPENDIX E

TOURISM

Approximately 6,700,000 tourists come to the Southcoast area annually. The Southcoast covers approximately 25 miles, including Carpinteria, Santa Barbara, and Goleta. According to Chamber of Commerce surveys, 16%, or one million tourists come to the Santa Barbara area specifically to enjoy the ocean and harbor; 5% or $4,000,000 of tourist dollars are spent on recreation, sport fishing, and water related activities. The major Southcoast center for such activities is the Santa Barbara harbor. Closing the harbor would impact the tourist industry and local and state tax revenues derived from this industry.

APPENDIX F

OTHER IMPACTS

Two missions supported by the harbor are marine safety and environmental protection. The Coast Guard cutter berthed in the harbor has an area of responsibility for search and rescue and law enforcement over thousands of square miles from the Santa Barbara coastline to the Channel Islands. Closure of the harbor would necessitate moving the cutter to another location which would double its response time to marine emergencies often involving the preservation of life in the Santa Barbara and Point Conception areas. An oil containment vessel is moored in the harbor to provide quick response to oil spills. Lease sale Nos. 48 and 68 increase the need for a ready response service in the event of an oil spill in those lease tracts. Moving this vessel to a new location would double its response time to an oil spill emergency in the Santa Barbara Channel. Substantially increased ecological damage will occur if containment and cleanup efforts are delayed from two to four hours.

The Navy defense research vessel moored in the harbor has been conducting national defense research in the Santa Barbara Channel for the past 20 years. Harbor closure would necessitate relocating the vessel further from its research area at Santa Cruz Island and technical support in Santa Barbara. Other marine construction and service vessels presently berthed in the harbor would similarly have to relocate and be further from the area they serve.

A harbor closure would impact a large population of boaters who, unable to obtain permanent berth, bring their vessels to the harbor on trailers and launch them for pleasure boating, sportfishing, and commercial fishing. There are approximately 20,000 trailer boat launchings each year. Closure of the harbor would force these boaters to trailer their boats to lakes or other harbors. For many, increased fuel costs would be incurred. Many users might opt to sell their boats.

APPENDIX G

SUMMARY OF ECONOMIC AND EMPLOYMENT IMPACTS

I.	COMMERCIAL FISHING		
	Total Loss of Income for Fish Landed or Processed Locally		$10,000,000
II.	HARBOR & MARINE BUSINESS DEPENDENT ON FISHING		
	Fuel Dock	$ 1,280,000	
	Chandleries, etc.	320,000	1,600,000
III.	OTHER HARBOR & MARINE DEPENDENT BUSINESS		
	Fuel Dock	$ 220,000	
	Sportfishing	1,000,000	
	Chandleries, dive shops, etc.	1,280,000	
	Yacht Brokerages	6,000,000	
	Other Marine Oriented Businesses	1,900,000	
	Total Loss of Income		10,400,000
IV.	TOURISM		
	Total Loss of Tourist Dollars Spent		4,000,000
V.	PROPERTY INVESTMENTS		
	Property Damage Due to Beach Erosion	$ 5,000,000	
	Boat Value @ 50% of $20,000,000 Assessed Value	10,000,000	
	City Marina Investment (Deprec. to 1981)	3,700,000	
	Total Investment Loss		18,700,000
	TOTAL LOSS OF INCOME AND INVESTMENTS		$44,700,000

EMPLOYMENT

I.	COMMERCIAL FISHING INDUSTRY		
	Crews employed on fishing vessels	- 400 jobs	
	Fish Processing - Local	- 200 jobs	
	Fish Processing - Ventura/L.A.	- 700 jobs	
II.	MARINE ORIENTED BUSINESSES - Local	- 300 jobs	
	TOTAL LOSS OF JOBS		1,300 Jobs

PORT OF SANTA CRUZ, CALIF.

STATEMENT OF BRIAN FOSS, PORT MANAGER, PORT OF SANTA CRUZ, CALIF.

Mr. LANGNER. Next, from Santa Cruz Port District, Jack Meehan, chairman, port commission; and manager of the port, Brian Foss?

Mr. FOSS. Good afternoon, Senator. I am here today to support the dredging appropriation as requested by the Corps and as submitted by the President's budget for Santa Cruz.

These are both well documented in the text and graphically in our submission, so I will not belabor that point. I would, instead, just like to commend this committee for the initial and ongoing support for the most extensive navigational system in the world. It is a time of budgetary upheaval, and there are changes to be made, but we should not lose sight of the fact that the harbor system in this country has a long-term and significant economic impact.

Thank you.

[The statement follows:]

STATEMENT OF J. J. MEEHAN, CHAIRMAN, SANTA CRUZ PORT DISTRICT COMMISSION

This testimony is submitted to solicit your continued support for maintenance dredging at Santa Cruz Harbor. The Santa Cruz Harbor project, authorized under House Document 358 in 1958 and constructed in 1964, has had massive and perennial sand shoaling since its completion. Dredging has been the only practical means of keeping the channel navigable.

Santa Cruz Harbor is a regional and coastal resource of significant proportions. The harbor was conceptualized as a multipurpose facility serving commercial fishermen, recreational boaters, and coastal sailors seeking refuge from the open ocean. It has, from its opening day, realized these visions, and more. Whereas the Federal investment of some $2.7 million was granted in support of a 360-boat harbor, this original investment now supports a 1,025-boat harbor. This entire complex is valued at $52.7 million.

Commercial fishing.—There are over 130 commercial fishing vessels in the harbor to date. The value of these vessels is $2.5 million. The dollar value of fish landed by Santa Cruz based boats is in excess of $1.11 million a year. The associated industry—fish buyers and retailers—accounts for an additional $0.8 million of gross product. Additionally, from July through October, Santa Cruz Harbor becomes the resting stop for vessels engaged in the catching of pelagic fish—albacore, salmon, swordfish. In 1982, Santa Cruz provided 1,055 overnight accommodations for large commercial vessels from other ports; no monetary figure has been placed on this service.

Recreational boating.—The remaining 895 boats at Santa Cruz comprise an extremely active recreational body. Santa Cruz County enjoys a unique and beautiful topography and an exceptionally mild climate for northern California. As a consequence, activity is high and a 30-percent use factor is not unusual. Additionally, the launch ramp is used by 10,457 boats per year. Excess demand is very high—there are 1,200 people on the slip waiting list, all of whom have paid both initial and annual fees for such.

Harbor of refuge.—Santa Cruz Harbor was designed to be an integral link in a chain of harbors that was to provide refuge to coastal sailors. The facilities in Monterey Bay are the only respite between Morro Bay, 100 miles to the south, and Half Moon Bay, 46 miles to the north. The following depicts the utilization of the harbor in regard to refuge:

	Overnights
Commercial boats	1,055
Ocean-going recreational boats	12,315
Total overnights per year for coastal sailors	13,370

FISCAL YEAR 1983 APPROPRIATION

The San Francisco District Corps of Engineers' full capability is $1.3 million.

West jetty sealing.—$800,000 of the request is for sealing of the west jetty which now allows sand to pass through to the channel. The sealing would prevent this phenomenon and reduce dredging needs in the future by approximately 20 to 30 percent per year. We believe this request is cost effective and will pay for itself in 3 to 5 years.

Dredging.—The remaining $500,000 would allow the first year of the Corps of Engineers 2-year contract to continue through May 1984.

SUMMARY

In recent years the Federal budget has come under intense scrutiny. Indeed, there is not a segment of expenditures which has not been threatened in some manner. In such an environment of criticism it is important that our Senators and Congressmen be advised of those Federal expenditures and supports that continue to provide cost-effective and beneficial results. To wit: the U.S. harbors and navigation system. Few systems have such demonstrated social, cultural, and financial payoffs.

In the case of Santa Cruz, the Federal sponsorship has resulted in a harbor which has significant impact on the local and regional economy, an impact which far outweighs the continuing dredging subsidy. We believe this to be true not only for Santa Cruz but for the entire Federal navigation system. We ask that you continue to support them all.

Statistical data—Fiscal year 1983

Total permanent boats berthed:	
Recreational	895
Commercial fishing	130
Launchings	19,457
Overnight accommodations:	
Recreational	12,315
Commercial	1,055
Value of vessels in the harbor:	
Recreational	$18,912,000
Commercial	$2,510,000
Replacement value of facility	$52,700,000
Investment:	
Initial Federal	$2,700,000
Total local and State	$7,800,000

ADDITIONAL TESTIMONY IN SUPPORT OF CORPS OF ENGINEERS' COASTAL DATA INFORMATION PROGRAM

The U.S. Corps of Engineers and the California Department of Boating and Waterways have created a system of wave monitoring devices on the coast of California. The system of some 20 sensors has been in place for several years and is being continually improved. The monitors send instantaneous and hourly information to the central collection point at Scripps Institute where the data is collated and disseminated. This system provides up-to-the-minute wave information for coastal sailors and fishermen, something never before available.

It also provides accurate, basic data for dealing with the forces of nature. The benefit is immense. Engineers and technicians now have precise information upon which to devise methods of protecting and preserving natural and manmade coastal resources—cliffs, beaches, breakwaters, harbors, houses, and structures. Both public and private sectors have already benefitted greatly. There will be more benefit in the future as more and more agencies and firms utilize the information.

In the case of Santa Cruz Harbor, the data has given the port a great deal of technical information necessary for redesigning the harbor breakwater system. This will ultimately result in less maintenance dredging of the harbor and a proportionate reduction of cost to the Corps of Engineers and the port.

We strongly urge the Congress continue support of this system.

OCEANSIDE, CALIF., SMALL BOAT HARBOR

STATEMENT OF LAWRENCE BAGLEY, MAYOR, OCEANSIDE, CALIF.

Mr. LANGNER. Oceanside is again represented this year, Mr. Chairman, by the Oceanside Small Craft Harbor District, Ted Marioncelli, director; Jim Manues, superintendent; and the mayor of the city of Oceanside, Lawrence Bagley.

Mr. BAGLEY. Thank you, Mr. Chairman. I have submitted written testimony on both our needs for continued dredging in the harbor and for some monitoring for a new experimental bypass system which is being installed this year.

We certainly do appreciate the past efforts of this committee. Our testimony will also include a reference to the San Luis Rey River project.

We have been subject this winter both to the flooding and to the advent of the ocean. I am sure that the projects that have been put together by these two bids before you today represent some of the best thinking toward the future economics of California and for our ocean. We urge their continued support.

Thank you.

[The statement follows:]

STATEMENT OF LAWRENCE BAGLEY, MAYOR, OCEANSIDE, CALIF.

A double levee plan 7.2 miles long was approved by this committee in 1970. By 1983, the plan has been so modified by the Corps of Engineers that it is almost totally unrelated to the old plan. Below are ten reasons (brought about by changes in the original Congressionally authorized plan) why the plan should be reviewed.

1. The original cost estimate was $6,000,000 in 1970. Today the cost estimate of the Corps of Engineers is $47,400,000.

2. In the new plan, the Corps has removed three miles of levee on the north side, which will leave three miles of land unprotected.

3. The total cost estimate of $47,400,000 could be higher...the local share is $17,000,000 or more...the local property owners are willing to construct protective levees at their own cost, thus saving the tax payers the $47,400,000.

4. The Corps of Engineers insist on working on a Project Flood (300 to 500 years). The County of San Diego says 100 year flood control is sufficient -- it is the U.S.A. Flood Control Engineering Standard. Why over design, especially in Oceanside?

5. Twelve thousand feet of levees have already been built. Wherever the levee is below 100 year standard, the property owners have agreed to correct to a 100 year flood standard.

6. The Congressionally authorized plan of 1970 required 400 plus acres, the present, single levee the Corps plan requires 800 plus acres and protects three miles less of land. Why the additional acres?

7. The local contractors agree and will build the Corps project flood levee for $120 per foot. Since 50,000 feet equals $6,000,000, or since $150 per foot equals $7,500,000, where is the other $40,000,000 to be spent?

8. An example of the Corps design on ponding for the Foussat ditch, the Corps designated 32 acres for ponding. The amount required by a local Hydraulic Engineer is 5½ acres (the hydraulic calculations were given to the local City Engineers and to the Corps of Engineers). A disapproval of the 5½ acre figure was requested from the Corps and City. To date, neither the City of Oceanside nor the Corps of Engineers have submitted a disapproval, inspite of repeated requests.

9. The last major publication (#4) of the Corps of Engineers displayed the Corps single levee plan plus three other of the Corps

plans. The Congressionally authorized plan of 1970 was not included in the display, inspite of the fact that the local property owners all approve this plan and previous publications of the Corps have stated that the Congressionally authorized plan was indeed the best plan. Also absent was a 100 year flood control plan which property owners requested. The deletion of these two plans was intentional.

10. In keeping with President Reagan's program for cutting Federal costs and putting more effort on participation of local areas, this entire project should be turned back to the property owners for completion--12,000 feet with minor improvement will meet or exceed the 100 year flood protection level--another 8,000 feet is ready for construction. Thus 20,000 feet can be done to 100 year standards by August 1st of this year, the balance can follow. Besides, the City cannot raise its share of the money required by the Corps...not through a bond issue...not through the State...not from the property owners, who have done part of the job themselves and can finish the job at a fraction of the cost.

Port San Luis Harbor, Calif.

STATEMENT OF GERARD PARSONS, SECRETARY-COMMISSIONER, PORT SAN LUIS HARBOR DISTRICT

Mr. Langner. Port San Luis Harbor District is represented by Gerard Parsons, secretary-commissioner, and Commissioner Jim Blecha.

Mr. Parsons. Good afternoon. I will only reiterate what Congressman Thomas said about the destruction at Port San Luis with the severe southern storms that we have had this winter, but only add that the additional breakwater that we are requesting funding for increasingly protects the harbor and will provide us with the additional protected area necessary to handle the increased boat traffic and mooring requirements expected as a result of the development of the Outer Continental Shelf oil leasing which is directly offshore from Port San Luis.

Thank you.

[The statement follows:]

Statement of Gerard L. Parsons, Secretary-Commissioner, Board of Commissioners, Port San Luis Harbor District

As you know, the severe storms of January and March of this year broke many, many vessels from their moorings and totally destroyed 10 boats. Damage to the port and its facilities exceeded $23 million. The existing Federal breakwater protects the harbor from northerlys. The dangerous storms come from the south with absolutely no protection for vessels or harbor facilities.

We are presenting testimony on April 7, 1983, before the Senate and House of Representatives Subcommittees on Energy and Water Development, requesting authorization and funding of $200,000 for the Corps of Engineers to study and design additions to the existing Federal breakwater. We urge authorization of this study and funding for additions to the existing Federal breakwater.

Passage of this legislation will protect the public's welfare.

SACRAMENTO RIVER DEEP WATER SHIP CHANNEL

STATEMENT OF MELVIN SHORE, PORT DIRECTOR, PORT OF SACRAMENTO, CALIF.

Mr. LANGNER. We have a very distinguished member of our organization, because he is also the chairman of the American Association of Port Authorities—Mr. Melvin Shore, port director, Port of Sacramento.

Mr. SHORE. Thank you, Mr. Chairman, for giving us this opportunity to testify.

We appreciate the difficult task you have before you. I know that you are aware of the importance of ports throughout the country to the economy of this country as to international trade.

I have indicated to you in my written testimony a request for $1.7 million to continue a study that has been ongoing, now, for some 12 years, and is in the Office of the Secretary of the Army at the present time.

We know that we will be solving the problem of funding the ports this year. I am satisfied that will happen. With this continued funding, we will be ready to authorize project construction next year. We ask your consideration of this request.

Thank you very much.

[The statement follows:]

STATEMENT OF MELVIN SHORE, PORT DIRECTOR, PORT OF SACRAMENTO, CALIF.

Summary of Request

After a twelve year study, the Feasibility Report and Environmental Impact Statement for the deepening of the Sacramento River Deep Water Ship Channel was in 1981 approved by the Board of Engineers for Rivers and Harbors and is presently in the hands of the Secretary of the Army.

Pre-construction planning needs to be continued in fiscal year 1984. Accordingly, we ask that your Committee include in the general investigations appropriations in the budget the amount of $1,700,000 which we believe the Corps can beneficially spend to advance the planning and testing during that fiscal year.

BACKGROUND

The Sacramento River Deep Water Ship Channel Project was completed in 1963. From a volume of 41,000 tons handled that first year, our volume has exceeded three million tons in a single year. The Corps' original Project Review estimated that over the 50 year study life of the project, the average annual volume of deep draft traffic would be 857,000 tons. The vitality and success of this project to date is well demonstrated by the extent that the projections have been exceeded. Based upon the Corps' projections, we should not have achieved that volume until the year 2060.

LOCAL SUPPORT

Local interests have tenaciously promoted the use of the Port of Sacramento. The facilities provided by the Port District for cargo handling represent an investment of over $55 million. Additional cargo handling facilities are under construction at this time. Its land holdings are master planned for further expansion as the needs require.

At public hearings in 1970 and in 1979, there were many expressions of support from the shippers that use the Port and the community in general. Nearly 100 letters were received after the 1979 hearing, from U.S. Senators and Congressmen to private citizens, the over-whelming majority were strongly supportive of the deepening project. The Board of Engineers for Rivers and Harbors also received a large number of supportive letters, which we like to think contributed to the comparatively brief period of review received there before approval.

B.C. RATIO

The Corps' Feasibility Report shows that the deepening of the channel to Sacramento will produce a 2.5 benefit-cost ratio when evaluated at the interest rate of 7 1/8%. Recent updating using the higher rate of 7 5/8%, the benefit-cost ratio is 2.4. Typically, navigation projects have not shown well at these high interest rates which adversely affect the B/C ratio by tending to minimize annual benefits and exaggerate annual costs. The B/C ratio speaks for itself as to the value of this project.

NEED FOR DEEPER WATER

The bulk cargoes presently moving through the Port of Sacramento sorely require deeper water. Bulk cargoes require larger vessels to minimize the per-ton cost for ocean freight. To continue to successfully compete in the world markets, the Port of Sacramento shippers must be able to charter larger vessels with deeper drafts. To do any less makes them non-competitive and destroys their ability to foster our country's exports.

CARGOES REQUIRING DEEPER WATER

Just two of the Port's cargoes will serve to demonstrate the need. Last year 65% of the ships loading grain for export at Sacramento had to be topped-off at deeper water. When the Port started its wood chip export program in 1967, the ports at the receiving end had only 27 feet of draft capability. At that time Sacramento's 30 feet was ample. Now those same receiving ports offer 12 meters (over 39 feet) draft.

In both these cases, the long term picture can only mean that Sacramento will gradually be bypassed and eventually wither and die if deepening is not accomplished. It should be pointed out that these exports contribute to helping solve the continuing United States balance of payments problem.

ADDITIONAL VALUES

Deepening the channel will also serve the energy conservation needs of the country. When ships can be fully loaded at the Port, it will avoid the need to move cargoes to more distant ports by land transportation means. It is even more dramatically evident now in the 1980's that water transport is many times more fuel-efficient per ton of cargo than land transportation. The needs of the national defense will also be better served by making the Port more accessible to naval and merchant marine vessels that require the deeper draft.

Finally, it should be recognized that the location of new industries along the ship channel with their private berths is a national asset of considerable value. The first of these industries has already located and is bringing fertilizers from Alaska to serve the agricultural needs of northern California.

SUMMARY

The Port of Sacramento has well demonstrated its success in utilization of the Sacramento River Deep Water Ship Channel at its present depth. Cargo handling developments in general and specifically at Sacramento clearly indicate the need for deeper draft to accommodate the larger ships handling bulk cargoes.

I respectfully urge your Honorable Committee to approve an appropriation of $1,700,000 to permit the Corps of Engineers to continue pre-construction planning in an efficient and economic manner.

CALIFORNIA CHANNEL AND HARBOR PROJECTS

STATEMENT OF FRANK BOERGER, CONSULTING ENGINEER, NORTHERN CALIFORNIA PORT AND TERMINALS BUREAU, INC.

Mr. LANGNER. The Northern California Ports and Terminals Bureau is represented by Frank Boerger.

Mr. BOERGER. Thank you very much. Good afternoon, Senator Burdick. I have submitted a written statement that I would like entered in the record. I would simply like to say that our group is a cooperative regional organization that comprises all the ports of the San Francisco Bay area and the delta area in central California.

We are urging the continuation of the fine support that we have had from this committee and from the Corps of Engineers in maintaining and deepening the channels that are absolutely necessary to maintain the viability of our port system to meet the needs of the Western United States and Pacific trade.

We urge your continued support of the recommendations that CMANC has made on these channel deepening projects. Thank you.

[The statement follows:]

STATEMENT OF FRANK C. BOERGER, CONSULTANT, NORTHERN CALIFORNIA PORTS AND TERMINALS BUREAU, INC.

The Northern California Ports and Terminals Bureau, Inc. (NORCAL) is a nonprofit corporation. It is comprised of the ports of northern California located in the San Francisco Bay/delta area. NORCAL is constituted as a cooperative venture to insure that adequate services are provided for efficient intermodal transfers of cargoes to and from ports around the world, through the northern California gateway.

Essential to the viability of these port operations are the channels that have been deepened and maintained by the Federal Government so that maximum use of the locally constructed port facilities can be insured. In the CMANC budget recommendations for fiscal year 1984, there are several projects that NORCAL recommends be funded at the levels indicated in order to achieve maximum progress in the improvements necessary to support the region. These projects include moving ahead with continuation of planning and engineering studies for Oakland inner harbor, Oakland outer harbor, Richmond Harbor, and the Sacramento River deep-water ship channel, leading to authorization and construction.

It also includes the recommendation to expedite the construction projects underway, the John F. Baldwin and Stockton ship channels, with sufficient money to continue the deepening of the Stockton channel and to initiate construction of the West Richmond channel.

In addition, funds should be made available to continue the important studies that have been underway for some time now that were grouped together as the San Francisco Bay in-depth studies that provide for an interim report on the Port of Redwood City.

Also important are the recommendations for maintenance dredging of the channels that are included in the CMANC list for dredging and repairs in fiscal year 1984.

NORCAL expresses its appreciation for the fine work that this committee has done over the years in looking out for the interests of the Nation and California, and the NORCAL area in particular, and urges continued attention to the important projects in this area.

CALIFORNIA COASTAL STORM AND TIDAL DAMAGE

STATEMENT OF RICHARD MILLARD, REPRESENTING CALIFORNIA MARINE AFFAIRS AND NAVIGATION CONFERENCE

Mr. LANGNER. We are nearing completion, Mr. Chairman, actually, but I wanted to say that in my prepared testimony which has already been included, I have done a little reminiscing about 25 years of testifying before this and the House subcommittee on behalf of these projects. We have done something a little different this year. I think you will hear about the effects of storms and the winter damage to California and its projects later from the water commission.

We prepared something rather unusual, and that is to be presented by Mr. Richard Millard, one of our good members of tidal wave and storm damage—a study which is underway and examples of the damage which has been done.

Mr. Dick Millard.

Mr. MILLARD. Mr. Chairman and distinguished members of the committee, it is with pleasure that we appear to submit our request and recommendations for the record and to have the opportunity to discuss the need and importance of funding for the continuation of the coast of California storm and tidal waves study.

The mind-boggling damage and resultant costs caused by the storms and tidal waves of the 1981–82 winter are exceeded only by those of the 1982–83 winter.

You can see the magnitude of these damages by glancing at the photos in our prospectus. There is hardly a citizen in America today who is not aware of these disastrous events.

[CLERK'S NOTE: The prospectus referred to can be found in the subcommittee files.]

Mr. MILLARD. We are here to ask you to help us help ourselves by allocating $1.5 million in the fiscal year 1984 budget for the continuation of this vital study and by directing the Corps of Engineers to expand that study to the entire 1,100-mile California coastline.

The study will become a framework and technical basis for future planning and engineering efforts along the coast.

The California Marine Affairs and Navigation Conference, therefore, supports, endorses, and urges funding for the continuation of the study.

It is an opportunity for tax dollars to be spent today to save many millions of tax dollars from having to be spent by future generations, an opportunity not too often before us.

Thank you.

[The statement follows:]

STATEMENT OF RICHARD E. MILLARD, PRESIDENT, RICHARD E. MILLARD AND ASSOCIATES, INC.

Mr. Chairman and distinguished members of the committee, it is with great pleasure that we appear before you to submit our request and recommendations for the record and to have the opportunity to discuss with you the need and importance of funding for the continuation of the coast of California storm and tidal waves study.

Initial funding for the study was granted by the Energy and Water Development Subcommittee on Appropriations in the first session of the 97th Congress. The Corps of Engineers were then directed to develop a plan of study and to focus their initial effort on the southern 90 miles of California's 1,100-mile coastline.

There never has been a more important time for all of us to do our part in assisting to protect one of our Nation's most valuable assets, the California coast. The mind-boggling damage and resultant costs caused by the storms and tidal waves of the 1981–82 winter are exceeded only by those of the 1982–83 winter. There is hardly a citizen in America today who is not aware of these disastrous events, whether it be by radio, television, or being an eyewitness.

We have prepared, and furnished to you today, a conspectus on the coast of California storm and tidal waves study. It contains information on the study, together with photographs of recent storm and tidal wave damage along the Golden State coastline. We are here to ask you to help us to help ourselves by allocating $1.5 million in the fiscal year 1984 budget for the continuation of the vital coast of California storm and tidal waves study and by directing the Corps of Engineers to expand that study to the entire 1,100-mile California coastline.

Coastal development pressures will continue into the next century and beyond. Our economy, our national defense, and our citizens demand it to be so. The inadequacy of our knowledge of why shorelines shift, why harbors fill with sand, and when lagoons will breach their barriers to the sea, must be acknowledged and the need for a comprehensive, all-encompassing coastal processes study be addressed. The coast of California storm and tidal waves study is such a study—it is to define, understand, and predict coastal changes resulting from both natural conditions and human-related development and activity.

The information generated from the study is to be disseminated in a readable and useable format so that the data can be fully utilized as the framework and technical basis for future planning and engineering efforts along the California coast. The uses of the data by local agencies will range from the evaluation of impacts to the coastal zone if structures are proposed, to management of recreational facilities at a local beach. State and Federal agencies that have responsibility for structural and management solutions to critical, large-scale coastal problems will have comprehensive data upon which to study, design, and implement development and management strategies. Wave information will be transmitted to offshore resources exploration teams. Regulatory functions agencies will have geomorphic and historical bluff retreat data as the basis for decisions regarding zoning and land uses along the coastline. Commercial navigation engineers and managers will have documentation summarizing coastal conditions over the study period and be able to extrapolate with increased confidence the likelihood of erosion or accretion problems in the vicinity of a harbor or navigation facility.

In short, the study, if funded and continued, will develop the guidelines for prudent and responsible planning, engineering, development, and management of a valuable natural resource. And the methodology developed in the California study will be formulated so that it can be used for coastal studies along any of the Nation's shorelines.

We ask that you take your conspectus copy with you, review it, and digest it. Protection and maintenance of our Nation's shorelines should be one of our highest priorities. We, therefore, support, endorse, and urge funding $1.5 million in the fiscal year 1984 budget for the continuation of the study. It is an opportunity for tax dollars to be spent today to save many millions of tax dollars from having to be spent by future generations—an opportunity not too often before us.

Thank you.

INTRODUCTION OF SUPPORTING WITNESSES

Mr. LANGNER. I think you will be impressed by the graphics in that presentation, Mr. Chairman. We would like to conclude by introducing others with us who are not testifying or submitting statements. They are Sal Bose, director of the Port of Richmond; Kenneth Sampson representing the city of Costa Mesa; San Mateo County Harbor District Commissioner Jean Flocks and Commissioner Frank Lee, Jr.; from the city of San Leandro, Mayor Val Gill, Lee Riordan, city manager, and Jack Maltester, a former mayor; Port of San Diego, Bill Dick; Rod Lundin, president of a company of the same name; Humboldt Bay Harbor District is represented by Commissioner Robert Davenport and Chief Executive Officer Jack Alderson; Michael Cheney, consulting engineer; William Boland, Shellmaker, Inc.; Wayne Clark of Public Relations Counsel; Ken Johnson, CONNMASS; Les Westfall from Westfall Stevedore Co., where the crabs come from; and Larry Whiteneck of Moffat & Nichol.

Thank you very much, Mr. Chairman. We hope our testimony has been fairly concise.

Senator BURDICK. Thank you, it has been and would not be possible without your efforts, Mr. Langner—along with the interest of each of you here today.

The committee will take a brief recess before calling the next group.

[A brief recess was taken.]

ADDITIONAL STATEMENTS FROM MEMBERS OF CONGRESS

Senator BURDICK. The committee will come to order.

I am informed that we have received several prepared statements from members of the California congressional delegation. They will be made part of the hearing record now.

[The statements follow:]

STATEMENT OF REPRESENTATIVE LEON E. PANETTA OF CALIFORNIA

Mr. Chairman: I appreciate the opportunity to present testimony on behalf of water and harbor projects of interest to my constituents in the 16th District of California. First of all, I want to thank the Chairman and members of the Subcommittee for their consideration and support for these projects in the past. I am submitting testimony before the Subcommittee today to request that you continue your support for these projects in Fiscal Year 1984.

SANTA CRUZ HARBOR

The Army Corps of Engineers civil works budget request for FY1984 includes an amount of $519,000 for operation and maintenance of Santa Cruz Harbor. I urge the Subcommittee to support this level of funding to be used for seriously needed dredging of Santa Cruz Harbor in 1983-84. Santa Cruz Harbor is an important multi-purpose facility serving commercial fishermen, recreational boaters and coastal sailors seeking refuge from the ocean seas. With an initial federal investment of about $2.7 million, the entire complex is now valued at over $52 million. Regular dredging of the harbor has been the only practical means of keeping the Santa Cruz channel navigable and safe.

Under the recently-passed emergency jobs bill, Santa Cruz Harbor will receive about $500,000 for a project to seal the west jetty of the harbor, which now allows sand to pass through to the channel. This sand build-up significantly aggravates the shoaling problem in the harbor, and sealing the jetty could reduce long-term dredging needs by about 20% to 30% per year. The $519,000 included in the Corps FY 1984 budget request is desperately needed to complete the two phases of dredging necessary to maintain the harbor at functional and non-hazardous levels.

MOSS LANDING

I also ask that you support the Corps of Engineers' FY1984 request of $676,000 for operation and maintenance of Moss Landing Harbor. Moss Landing has a very significant comercial fishing industry, with a commercial catch valued at about $22 million. Dredging and regular maintenance of this harbor is essential to ensuring its maximum and safe use. I urge the Subcommittee's assistance in funding this project at the level requested by the Corps.

MORRO BAY HARBOR

Another Corps of Engineer project of great concern to my constituents is the operation and maintenance of Morro Bay Harbor, a harbor of significant commercial and recreational importance to my district. Unfortunately, the Corps' FY1984 budget request does not include any funding for maintenance of Morro Bay Harbor in 1984. In the past, the Subcommittee has been very supportive of Morro Bay's interest in safe harbor maintenance. I respectfully urge the Subcommittee to continue its support for Morro Bay and to approve an appropriation of $1.5 million for critically needed dredging in Morro Bay for FY1984.

Earlier this year, a near disaster occurred in Morro Bay Harbor when a boat capsized with 32 passengers on board. Thanks to the courageous efforts and remarkable emergency preparedness of the Morro Bay Harbor Patrol and Fire Department, the U.S. Coast Guard and several heroic individuals, no lives were lost and a horrible catastrophe was averted. This incident points out, however, the need for constant upkeep and maintenance of Morro Bay Harbor, particularly in light of the recent torrential rains creating severe shoaling and jeopardizing harbor safety.

In 1981, funds were appropriated for repair of the slipping breakwater revetment structure in Morro Bay Harbor. The Corps diverted these funds from Morro Bay, however, and it was not until passage of the emergency jobs bill last month that Morro Bay received funds to complete the design and construction work to repair breakwater structure. These funds, however, are not sufficient to dredge the Navy Channel in Morro Bay Harbor, which is in sore need of dredging in 1984. Because of two recent severe winters and excessive shoaling caused by the slipping breakwater structure, over 14,600 cubic feet of unwanted and hazardous materials have accumulated in the Navy Channel, which has not been dredged since 1979-80. If dredging is postponed another year, inevitable shoaling would prevent large vessels from navigating in the harbor, and would greatly increase the hazard to small boats as well. The protection of lives and safety within Morro Bay Harbor is certainly worth the cost. Again, I thank the Subcommittee for its past support, and urge you to appropriate a sufficient amount for dredgin Morro Bay Harbor in FY1984.

SAN FELIPE DIVISION OF THE CENTRAL VALLEY PROJECT

I also request the Subcommittee to approve an appropriation of $72.9 million in Bureau of Reclamation funds for the continued construction of the San Felipe Division of the Central Valley Project. The water conveyed by this project is critical to maintaining existing farmland in the agricultural heart of California, and is not intended to bring new lands into agricultural production. Land subsidence will be curtailed or perhaps eliminated by replenishing underground water storage through percolation of San Felipe water into stream beds. This stored water will be available for use in those years when San Felipe water may not be available in adequate quatities. San Felipe water will also replace local municipal and industrial water which is considered a health hazard by some due to its high chloride content.

The San Felipe Division project is nearing completion. The Pacheco Tunnel, one of the main features of the project, is 97% finished, with just finishing touches to be completed. The first section of the conduit system has been laid around the City of Hollister. When operational, the San Felipe Division project will provide cash flow and begin initial payback to the federel government. I thank the Subcommittee for its support of this project in the past, and again urge your assistance in FY 1984.

SAN BENITO COUNTY WATER CONSERVATION AND FLOOD CONTROL DISTRICT

Under the P.L. 84-130 loan program for FY1984, the Bureau of Reclamation has requested an amount of $6.8 million for the construction by the San Benito County Water Conservation and Flood Control District of a pipe distribution system to deliver San Felipe water to San Benito County agricultural areas. It is essential that appropriations for this P.L. 84-130 loan continue in an orderly manner and consistent with the schedule appearing in the loan application. The payback contract between the federal government and the District calls for completion of the distribution system by 1985. The county feels that the contracts necessary for completion of this project must be let within the next year or two.

In addition, continued construction of the distribution system will supply sorely needed jobs in San Benito County which unfortunately is suffering an extremely high rate of unemployment. For these reasons, I ask the Subcommittee's support for the appropriation requested by the Bureau of Reclamation for the third phase of construction under the P.L. 84-130 loan agreement with San Benito County.

I would like to again thank the Subcommittee for the opportunity to present testimony before you, and also for your continued aid and cooperation with respect to projects of concern to my constituents.

STATEMENT OF REPRESENTATIVE RICHARD L. LEHMAN OF CALIFORNIA

Mr. Chairman, I represent a district with one of the highest unemployment rates in the Nation, better than one out of five of my constituents is now without a job.

As a Member of this body, my major priority has been this problem. The Port of Stockton's priority before this committee is essential to the economic well-being of my district.

The funds that are being requested, $13.2 million, will enable the port to complete the dredging at the port and service larger ships with greater tonnage capacity.

It is my understanding that $2.2 million of this amount has already been made available in the supplemental appropriations bill.

The Port of Stockton employs an average of 350 persons and directly pumps $30 million into the local economy.

The deepening of the channel, as well as the deepening of the Port of Sacramento's facility, are necessary in the continued economic viability, not only of the ports themselves, but of the communities they serve. Providing the $13.2 million request makes long-term budgetary sense and there is no need to prolong the project.

The port's proposal will result in a net savings both in money saved on the project and in additional revenues that would be generated upon an earlier completion.

In addition to that request, I would like to ask for the committee's continued support for funds for the following projects:

The Bureau of Reclamation's San Joaquin Valley conveyance system investigation in the amount of $300,000 in feasibility study of alternative conveyance facilities in the delivery of CVP water to the midwater service area.

Construction design funds for the Redbank-Fancher Creek's project at $1.5 million which has the unanimous support of the community affected.

The subject of legislation introduced in both Houses. The Bureau of Reclamation's San Luis drain study funds, $2 million. Funds were discontinued and not requested in the fiscal year 1984 budget. I would like to request that the funding be continued to further investigations on the impact of the proposed drain.

I would like to encourage this committee to continue to support the Bureau's feasibility study on enlarging Shasta Dam, a joint study which requires additional funding of $61.85 million for the coming year.

This is an important component of the State's comprehensive water development picture and should be continued beyond the feasibility study's present completion date.

Finally, I would like to lend my support for the continued Army Corps of Engineers and Bureau's appropriations request for continued support for New Melones Reservoir with regard to the recreational development to the tune of $7.3 million for the New Melones conveyance system and $150,000 for studying water distribution studies.

I thank the committee and the chairman for their time and interest in this matter.

STATEMENT OF REPRESENTATIVE GEORGE MILLER OF CALIFORNIA

Mr. Chairman and members of the subcommittee, I appreciate having the opportunity to appear again before you on behalf of several flood control and water development projects in the Seventh Congressional District of California which I represent.

Most of the projects which are also being supported by the California Water Commission, the Contra Costa Board of Supervisors, the county development association, and others are familiar to the members of this subcommittee. The timely completion of these projects will reduce chronic flooding, improve residential and industrial water quality, and facilitate commerce.

Adequate funding for the Wildcat-San Pablo Creek flood control project is required to assure completion of the planning process. The need for adequate flood control measures in this area of west Contra Costa County has been tragically illustrated by numerous floods and resulting damage to homes and businesses during the past year.

I also want to support the appropriation of funds for continuing construction of the Walnut Creek project which will allow completion of the Galindo Creek project and the completion of plans and specifications for the San Ramon bypass project. I also join in supporting an allocation of $100,000 for Corps of Engineers reviews of additional reports on the Walnut Creek Basin which are being prepared by the county flood control district.

Mr. Chairman, on behalf of the county board of supervisors, I would also like to request that the committee include language in the appropriations bill which clarifies that Corps may transfer $150,000 from the Walnut Creek project to the Wildcat-San Pablo Creek project during the remainder of fiscal year 1983 in order to facilitate design engineering costs for the west county project. I have been assured that this transfer will in no way delay work on the Walnut Creek project.

I am also hopeful that the subcommittee will include funding for the continuation of studies on the Kellogg unit and the relocation of the Contra Costa intake. Both of these projects are not only important to 300,000 residents of Contra Costa and local industries, but also will benefit water users throughout the State of California.

The Contra Costa Water District has indicated its very strong interest in expediting work on these studies and has offered to provide in-kind services and possibly funds toward that end. The district has requested that such contributions be credited to future repayment obligations, but may require additional legislative approval to allow the Bureau of Reclamation to permit this crediting to take place. I believe that the offer of assistance from the district illustrates the type of local sharing of costs which has been proposed by the administration and many in the Congress, and I would hope that you would include in the appropriations bill language which will clarify the authority of the Bureau to accept these in-kind services and advance funding for credit against future repayments.

Finally, the economic growth of Richmond and the entire San Francisco to Stockton corridor is dependent on continuing work on the ship channel, and especially on the deepening of the west Richmond channel. In large part because of the commitment of this subcommittee to that project, we are beginning to see very dramatic modernization efforts which are going to revitalize the entire western end of Contra Costa County and contribute to economic growth throughout northern California.

Mr. Chairman, on behalf of the board of supervisors of Contra Costa, I would like to submit for the review of the subcommittee the prepared testimony on behalf of the county and the flood control and water conservation district.

Thank you for the opportunity to testify and for your consideration of these requests.

STATEMENT OF REPRESENTATIVE DAN LUNGREN OF CALIFORNIA

I appear today to request support for several projects, important not only to my district, which includes a portion of the coastline of Orange and Los Angeles Counties, but southern California as well. Earlier this year the California coastline was severely affected by a series of violent storms. What remains is a reduced width of some beaches in my district which approach dangerously narrow levels. There are a number of Federal programs administered by the Army Corps of Engineers which would address the erosion problems of my district. Unfortunately, Los Angeles County is presently not receiving assistance from these much-needed programs. Therefore, I request that serious consideration be given to extending present Federal programs and projects in southern California to Los Angeles County. Specifically, I request that an authorization and appropriation of funds to the Corps be made in order to provide immediate restoration for the severely eroded beaches in Los Angeles County, with source materials coming from offshore and onshore locations; also to provide funds to expand the California storm and tidal wave study with special attention given to the affected coastline of Los Angeles County; and reactivate and fund the Sequit Point to Flat Rock study and expand the scope of the study to the affected areas of Los Angeles County.

The Army Corps of Engineers has already taken the necessary initiative in accelerating the sand replenishment for the Surfside Colony which is in my district. This recent action allows me now the opportunity to extend my thanks for the Corps' expedited actions.

I would also like to express my support for two other projects. The Santa Ana River flood control project appears headed in the right direction and I support its successful conclusion.

Finally, the Corps recently completed their progress report on the Sunset Harbor/Bolsa Chica Bay study. The report found that additional environmental impact studies were required to sustain the project's momentum. Therefore, I hope that the Corps would continue their commitment to Sunset Harbor until fruition. I would also like to take this opportunity to express my support for the current negotiations in Los Angeles regarding any final arrangements between the Corps and interested parties in order to successfully complete the project.

STATEMENT OF REPRESENTATIVE GENE CHAPPIE OF CALIFORNIA

Thank you, Mr. Chairman, for this opportunity to present this statement on behalf of the deepening of the Sacramento River deep-water ship channel. This project has been under study for the past 13 years and has now been through all of the necessary approvals.

It rests with the Secretary of the Army awaiting authorization by Congress.

The need for this project has been well established with repeated testing, year after year. The project has enjoyed outstanding support from the Sacramento regional area and has had my support for many years. The substantiation for these improvements have been set forth again this year during testimony from Mr. Melvin Shore, director of the Port of Sacramento, at the April 7, 1983, hearings of the House of Representatives Appropriations Subcommittee on Energy and Water Development.

Although this project is not included in the President's budget, the Army Corps of Engineers can beneficially use $1.7 million for additional testing and advanced engineering short plans and specifications.

The need for deepening has been well established and is long overdue. I urge your inclusion of this worthwhile project in your list of appropriations this year.

CALIFORNIA WATER RESOURCES DEVELOPMENT PROJECTS

STATEMENT OF ROY DODSON, CHAIRPERSON, CALIFORNIA WATER COMMISSION

Senator BURDICK. Our next group is headed by Roy Dodson, chairman of the California Water Commission.

I believe you are acting as the coordinator of several other witnesses?

Mr. DODSON. We are going to play it by the ear and by the clock. Even if the chairman is very easy-going; I am leaving here at 3:30 to catch an airplane.

Thank you very much.

Senator BURDICK. If you will adhere to your time schedule as closely as possible, it will be helpful to all of us.

Mr. DODSON. We certainly will. I think we will make it by 3:30 without trouble.

Senator BURDICK. Very fine.

Mr. DODSON. Thank you very much for the opportunity to present this testimony.

PREPARED STATEMENT

So, with that, I'll simply include my material in the record and call our first witness.

[The statement follows:]

STATEMENT OF ROY E. DODSON, CHAIRPERSON, CALIFORNIA WATER COMMISSION

Mr. Chairman and members of the Committee: I am Roy Dodson, Chairperson of the California Water Commission, an official agency of the State of California. The Commission is composed of nine representative citizens from throughout the state who are charged by statute with representing State and local interests before this Committee.

I appreciate the opportunity to appear before you with the official recommendations of the State of California for fiscal year 1983-84 appropriations. As in the past, I will make a general statement highlighting our overall program and then introduce the various supporting representatives who will speak on behalf of specific projects.

Support of President's Budget

The California Water Commission supports the President's budget in most instances. Activities of the Corps of Engineers and Bureau of Reclamation are funded at a prudent level.

Corps of Engineers - The President's budget will assure timely completion of the Cucamonga Creek, Dry Creek Reservoir and New Melones Reservoir projects. Construction of the San Jacinto River levee rehabilitation, Walnut Creek and the San Francisco Bay to Stockton Ship Channel projects will continue at a prudent rate.

The President's budget provides for continuing preconstruction planning, engineering and design for Merced County Stream Group, Cottonwood Creek Reservoir, Red Bank and Rancher Creeks, Wildcat and San Pablo Creeks and Morrison Creek projects. The Corps of Engineers and the Counties of Orange, San Bernardino and Riverside are actively pursuing a consensus on the Santa Ana River Main Stem flood control project including authorization, cost sharing and future activities of the Corps. Advanced engineering and design will begin on Cache Creek.

We support the new construction starts for the San Luis Rey River and Fairfield Streams projects. Local sponsors will share in the costs of the project.

The President's budget provides funding for continuing investigations of the Santa Barbara Streams, Goleta and Vicinity, Los Angeles County Drainage Area, Hansen Dam Interim and San Francisco Bay Shoreline. The investigation of the Mojave River will be initiated.

We support the funding in the President's budget for these programs and urge the Congress to support funding.

Bureau of Reclamation - Fiscal year 1983 appropriations will fund completion of construction of the Pacheco Tunnel of the San Felipe Division of the Central Valley Project. We thank the Congress for these appropriations. The President's budget continues at a prudent level of construction of the All American Canal replacement, Colorado River Salinity Program, and Tehama-Canal Division of the Central Valley Project. We support the appropriations for the San Felipe Division of the Central Valley Project. The local sponsoring agencies have invested significant sums of money to construct the local distribution systems through which the water can be put to use. Funding of the San Benito County Flood Control and Water Conservation PL 984 loan will allow construction to continue on schedule.

Investigations will continue on the Santa Margarita project, Kellogg Project reformulation, the Lower Colorado Water Conservation and Efficient

Use Program, and Auburn Dam. The All American Canal replacement and New Melones conveyance investigations will be initiated.

These appropriations to the Corps of Engineers and Bureau of Reclamation will provide immediate benefits in terms of jobs to reduce high unemployment, induce economic development and provide lasting benefits in the areas of flood control, municipal and industrial water supply, irrigation of agricultural lands, hydroelectric power, recreation, and fish and wildlife enhancement.

Recommendations for Additional Funding - Bureau of Reclamation

The jobs bill approved by the Congress last month contained fiscal year 1982-83 funds for loans to local agencies under the Bureau of Reclamations PL 984 and PL 130 programs. The construction of the distribution systems will be initiated in fiscal year 1982-83. Our recommendations for fiscal year 1983-84 reflect second-year funding needs for Fallbrook Public Utility District, Ramona Municipal Water District, Colusa County Water District, Yuba County Water Agency, and Glide Water District.

We are supporting funding for the loan applications of the Oakdale Irrigation District and the Glenn Colusa Irrigation District. Oakdale Irrigation is a new application. Funding of the Glenn Colusa Irrigation District application will fund completion of the project.

A joint feasibility study on enlarging Shasta Dam is now underway and we thank Congress for your support in fiscal year 1982-83. We request continuing apropriations in fiscal year 1984. The California Department of Water Resources will pay half of the costs of the investigation.

The San Joaquin Valley Conveyance Study will address a need for supplemental water supply to overcome ground water overdraft. The study is supported by the newly created Mid Valley Water Authority in Fresno, Kings, Madera, Tulare and Kern Counties. The authority has provided $25,000 to initiate this investigation. We support an appropriation for this study.

We support an appropriation for the San Luis Unit Joint Use Facilities operations and maintenance program. Appropriations will fund replacement, additions, and extraordinary maintenance of the joint use facilities. The State of California cost shares in this project under the State Water Project operations and maintenance program.

We reaffirm our support of the San Luis Drain to maintain a salt balance in the west side of the San Joaquin Valley.

The Buckhorn Mountain project in the Trinity River basin, with other related programs, will provide stream rectification of the Trinity River. The fisheries of the Trinity River were damaged by the construction of the Trinity Dam unit of the federal Central Valley Project. The Buckhorn Mountain project is the key to restoring the fisheries in the Trinity River. We support appropriations for the Bureau of Reclamation to perform field work and design for Buckhorn Dam. As part of this program, the State of California will provide funding for sand dredging in the Trinity River.

The Federal-State Trinity River Task Force has completed a Trinity River Basin Fish and Wildlife Management Program which has been approved by all member agencies. Congressmen Eugene Chappie, Douglas Bosco and Norman Shumway introduced HR 1438 to authorize and fund this management program. We support appropriations for the first year of the program.

The Commission reaffirms its support of joint Federal and State Delta Support Studies including the Suisun Marsh. The State is currently paying more than fifty percent of this ongoing program.

Recommendations for Additional Funding - Corps of Engineers

On March 3 and 4 when the California Water Commission adopted these recommendations to the Congress, large sections of California were subjected to storms and floods. Local agencies were unable to attend and participate in our meeting. Subsequently we determined funding requirements for the following projects:

Project	President's Budget	Commssioner's Recommendation
Sweetwater River	$ 0	$ 6,167,000
Calleguas Creek	0	250,000
San Joaquin River Basin Investigation - Caliente Creek Interim	0	500,000
Fresno Slough to Merced River Interim	0	200,000
San Luis Obispo County Streams	0	200,000
Los Angeles County Drainage Area Rehabilitation	5,000,000	9,000,000

The President's budget includes $5 million to initiate rehabilitation work on the major flood control features for the Los Angeles County Drainage Area Project maintained by the Corps of Engineers. We support an appropriation request of $9 million to complete this urgently needed rehabilitation work.

The jobs bill approved by the Congress last month appropriated $1,000,000 to renew construction of the Sweetwater River.

We will formally present these recommendations to the Commission for adoption at our April 29 meeting.

We request appropriations to initiate construction of the Pajaro River, Uvas-Carnadero Creeks Projct in Santa Clara County. Flood events of 1982 and 1983 illustrate the need for flood protection for the City of Gilroy, Santa Clara County and surrounding area. The City of Gilroy and Santa Clara Valley Water District have expressed a willingness and ability to participate in cost sharing to initiate project construction in fiscal year 1984. We support an appropriation request of $1.5 million to move the Pajaro River, Uvas-Carnadero Creeks Project forward.

We support appropriations for resumption of the Sacramento River Bank Protection Project and the Sacramento River, Chico Landing to Red Bluff Project. The State Reclamation Board has renewed its support and the Secretary for the California Resources Agency has endorsed the projects to correct serious bank erosion and problems that have continued to occur. The jobs bill approved by the Congress last month contained funds for the Sacramento River, Chico Landing to Red Bluff.

We support appropriations for investigations for Antelope Valley Streams in Los Angeles and Kern Counties, the San Francisco Bay Shoreline (the North Bay Area -Suisun Marsh Interim), the San Joaquin River Basin (Littlejohn Creek Interim, Cosumnes River Interim, Caliente Creek Interim, Kaweah River Interim and Fresno Slough to Merced River Interim), the Santa Ana River and Orange County (Zanja Creek Interim) and the Walnut Creek Basin survey in Contra Costa County.

Contra Costa County is formulating the flood control projects in the Walnut Creek Basin investigations. We support appropriations for the Corps of Engineers to review the proposed projects to determine the federal interest.

When the Commission adopted recommendations for more funding than the President's budget, we did so with the understanding that we would ask each local sponsoring agency for information confirming local support and willingness to cost share. Information received from local sponsoring agencies has been made available to the Corps of Engineers and the Bureau of Reclamation.

I urge this Committee to favorably consider our recommendations for appropriations for California's energy, flood control, and water resources programs in fiscal year 1983-84.

I would like to have my statement and the attached tabulation made a part of the record.

CALIFORNIA WATER COMMISSION

FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1983-84
(In Thousands of Dollars)

CWC. NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9[illegible]/83	F.Y. 83-84 PRESIDENT'S BUDGET	F.Y. 83-84 COMMISSION FINAL RECOMMENDATIONS
	GENERAL INVESTIGATIONS - Surveys				
1.	Alameda Creek (Upper Basin)	1,365	1,190	175	175
2.	Antelope Valley Streams Los Angeles	985	545	0	200
3.	Calleguas Creek Ventura	1,775	1,015	0	0
4.	Guadalupe River Santa Clara, Alameda	1,961	1,791	170	170
5.	Hansen Dam Interim Study	700	430	270	270
6.	Los Angeles County Drainage Area Los Angeles	2,965	1,863	550	550
7.	Mojave River Dam San Bernardino	490	0	200	200
8.	N. California Streams Several	8,602	6,107	0	0
9.	Sacramento River and Tributaries, Bank Protection and Erosion Control - Several	2,500	2,361	139	139
	"The Commission expects that this investigation will study construction and maintenance techniques which minimize adverse environmental impacts, particularly upon riparian vegetation and anadromous fisheries habitat."				
10.	San Francisco Bay Shoreline Several	3,555	1,135	600	700
	Consists of $600 for Alameda and Santa Clara Interim, $100 North Bay Area - Suisun Marsh Interim.				
11.	San Joaquin River Basin Several	7,800	5,028	0	1,025
	Consists of $400 for Littlejohn Creek Interim, $325 for Cosumnes River Basin Interim, $300 Kaweah River Interim.				
12.	San Leandro Bay Alameda	730	50	0	0
13.	San Luis Obispo County Streams	945	405	0	0
14.	Santa Ana River and Orange County Riverside Orange, San Bernardino	8,300	6,567	122	322
	Consists of $122 for Lake Elsinore Interim, $200 for Overall and Zanja Creek Interim,				

CALIFORNIA WATER COMMISSION

FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1983-84

(In Thousands of Dollars)

CWC. NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/83	F.Y. 83-84 PRESIDENT'S BUDGET	F.Y. 83-84 COMMISSION FINAL RECOMMENDATIONS
	GENERAL INVESTIGATIONS - Surveys (Continued)				
15.	Santa Barbara County Streams, Santa Barbara	1,376	809	325	325
16.	Walnut Creek Basin Contra Costa	674	574	0	100
	GENERAL INVESTIGATIONS Legislative Phase I				
17.	Morrison Creek Phase I Sacramento	3,000	1,500	1,000	1,000
	GENERAL INVESTIGATIONS - Continuation of Planning and Engineering				
18.	Cache Creek Several	(1,500)	(0)	(300)	(300)
19.	Redbank and Fancher Creeks Fresno	(3,800)	(670)	(1,500)	(1,500)
20.	Sacramento Ship Channel Several	(3,500)	(825)	(0)	(0)
21	Santa Ana River Main Stem Phase I Several	(18,600)	(3,315)	(2,300)	(2,300)
	GENERAL INVESTIGATIONS - Advanced Engineering and Design				
22.	Cottonwood Creek Shasta	750,000 (20,900)	(11,875)	(4,000)	(4,000)

"The Commission urges expeditious resolution of issues relative to land acquisition for wildlife mitigation and the siting and financing of a mitigation/enhancement fish hatchery."

CWC. NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/83	F.Y. 83-84 PRESIDENT'S BUDGET	F.Y. 83-84 COMMISSION FINAL RECOMMENDATIONS
23.	Goleta and Vicinity Santa Barbara	45,200 (2,650)	(890)	(350)	(350)
24.	Pajaro River; Uvas Carnadero Santa Clara	1,590 (450)	(450)	0	1,500
	CONSTRUCTION, GENERAL				
25.	Corte Madera Creek Marin	10,500	7,000	0	0
26.	Cucamonga Creek San Bernardino	97,500	92,907	2,900	2,900
27.	Dry Creek (Warm Springs Lake) Sonoma	322,000	256,087	12,000	12,000

"The Commission urges the rapid determination of measures necessary to protect riparian habitat and downstream spawning gravel from adverse project impacts."

CALIFORNIA WATER COMMISSION

FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1983-84

(In Thousands of Dollars)

CWC. NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/83	F.Y. 83-84 PRESIDENT'S BUDGET	F.Y. 83-84 COMMISSION FINAL RECOMMENDATIONS
	CONSTRUCTION, GENERAL (Continued)				
28.	Merced County Streams Merced	72,700	6,350	6,000	6,000
29.	New Melones Lake Calaveras & Tuolumne	376,000	329,689	7,300	7,300
30.	Sacramento River and Major and Minor Tributaries Several	11,900	11,363	200	200
31.	Sacramento River Bank Protection Several	90,000	45,367	0	4,300
32.	Sacramento River, Chico Landing to Red Bluff	13,500	6,645	0	3,500
33.	San Francisco Bay to Stockton Ship Channel	173,000	14,983	8,000	8,000
34.	San Jacinto River Levee and Bautistia Creek Channel	13,600	7,027	6,573	6,573
35.	Santa Paula Creek Ventura	37,800	4,591	0	0
36.	Sweetwater River San Diego	21,900	1,480	0	2,000
37.	Walnut Creek Contra Costa	72,100	36,991	4,700	4,700
38.	Wildcat and San Pablo Creeks Contra Costa	21,100	1,110	320	320
39.	Fairfield Vicinity Streams - Solano	20,000	687	320	320
40.	San Luis Rey River San Diego	30,600	1,854	900	900
	Total Corps of Engineers			$61,214	$74,139

CALIFORNIA WATER COMMISSION

FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1983-84

(In Thousands of Dollars)

CWC. NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/83	F.Y. 83-84 PRESIDENT'S BUDGET	F.Y. 83-84 COMMISSION FINAL RECOMMENDATIONS
	RECLAMATION PROGRAMS				
	SACRAMENTO RIVER DIVISION				
42.	Tehama-Colusa Canal Tehama, Glenn, Colusa Yolo	219,100	183,976	5,181	5,181
43.	Tehama-Colusa Canal Distribution System Glenn, Yolo	49,000	46,301	190	190
44.	Tehama-Colusa Fish Fac. Red Bluff Recreation Tehama	22,000	21,498	481	631

"The Commission supports $150 for fish and wildlife studies leading to the improvement of fish passage at the Red Bluff Diversion Dam and to study overall problems encountered by anadromous fish at the diversion."

CWC. NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/83	F.Y. 83-84 PRESIDENT'S BUDGET	F.Y. 83-84 COMMISSION FINAL RECOMMENDATIONS
45.	Permanent Operating Facilities Tehama Glenn	7,000	6,533	651	651
46.	Corning Canal Relift Pumps, Safety Fencing and Automation of Tehama Colusa Canal Tehama	8,540	3,703	5,797	5,797
	AUBURN-FOLSOM SOUTH UNIT				
47.	Auburn Dam and Reservoir Several	1,495,800	210,866	2,250	2,250
48.	Folsom South Canal Several	306,350	39,693	0	100
49.	Foresthill Divide (Sugar Pine Dam) Placer	61,126	60,926	200	200
	SAN LUIS UNIT				
50.	San Luis Canal-Flood Protective Work and subsidence correction Several	49,000	39,742	5,341	5,341
51.	Other San Luis Facilities (O'Neill P.P. and San Luis Canal Turnouts) Several	27,500	25,466	500	500
52.	Relift Pumping Plants and Turnouts- Westlands WD Merced, Fresno, Kings	76,000	40,387	200	200

CALIFORNIA WATER COMMISSION

FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1983-84
(In Thousands of Dollars)

CWC. NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/83	F.Y. 83-84 PRESIDENT'S BUDGET	F.Y. 83-84 COMMISSION FINAL RECOMMENDATIONS
53.	San Luis Drain Several	528,200	46,779	0	2,000
54.	San Joaquin Drainage Investigation - Several	2,900	500	0	0
55.	Westlands WD Distribution System Several	235,000	159,057	0	0
56.	Westlands WD Drainage Collector System Drain Several	89,000	18,926	0	0
	MISCELLANEOUS PROJECT FACILITIES				
57.	Delta-Mendota Canal Raise Lining and Rehabilitation Merced	74,800	72,691	940	940
58.	Friant-Kern Canal Rehabilitation and Betterment Work Several	98,800	96,806	1,345	1,345
59.	Trinity River Buckhorn Mountain Project Trinity, Humboldt	8,000	0	0	450
60.	Trinity River Fish and Wildlife Implementation and Management Plan	--	--	0	1,300
61.	Delta Support Studies including Suisun Marsh Several	8,600	7,704	768	768

Included in budget as $408-Central Valley Project Operation and Maintenance; $360-Central Valley Project Construction, Miscellaneous Project Facilities.

CWC. NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/83	F.Y. 83-84 PRESIDENT'S BUDGET	F.Y. 83-84 COMMISSION FINAL RECOMMENDATIONS
	SAN FELIPE DIVISION				
62.	Pacheco Pumping Plant and Switchyard	40,200	11,317	10,689	10,689
63.	Pacheco Conduit	50,000	5,690	17,235	17,235
64.	Santa Clara Facilities Santa Clara	122,700	40,701	34,840	34,840
65.	Hollister Conduit	25,000	5,991	5,653	5,653
66.	Other features Several	42,000	4,205	3,443	3,443

CALIFORNIA WATER COMMISSION

FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1983-84

(In Thousands of Dollars)

CWC. NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/83	F.Y. 83-84 PRESIDENT'S BUDGET	F.Y. 83-84 COMMISSION FINAL RECOMMENDATIONS
	OTHER PROJECTS				
67.	San Benito County Water Conservation and Flood Control District San Benito	19,717	9,957	6,800	6,800
68.	Stampede Powerplant Nevada	6,700	4,771	1,633	1,633
69.	Orland Project Safety of Dams-Stony Gorge Dam Glenn	6,500	1,672	4,750	4,750
70.	Coachella Canal Replacement (Lower Colorado Region) Imperial	3,600	1,664	770	770
71.	Santa Margarita (Lower-Colorado Region) San Diego	166,000	122	180	180
	"Commission supports funding sufficient to update and complete project feasibility and sand recruitment studies and to complete the Fish and Wildlife Coordination Act Report being prepared by the U. S. Fish and Wildlife Service."				
	LOAN PROGRAM				
72.	Yolo-Zamora Water District Yolo	--	0	0	0
73.	Colusa County Water District Colusa	12,316	0	2,000	2,000
74.	Glide Water District Glenn	5,900	0	1,694	1,694
75.	Oakdale Irr. Dist. Stanislaus, San Joaquin	17,845	0	0	2,994
76.	Yuba County Water Agency Yuba	21,600	0	3,000	8,400
77.	Ramona Municipal Water District San Diego	19,224	0	4,580	4,580
78.	Fallbrook Public Utility District Loan San Diego	12,445	0	3,220	10,005

CALIFORNIA WATER COMMISSION

FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1983-84
(In Thousands of Dollars)

CWC. NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/83	F.Y. 83-84 PRESIDENT'S BUDGET	F.Y. 83-84 COMMISSION FINAL RECOMMENDATIONS
	FEASIBILITY INVESTIGATION				
79.	Kellogg Unit Reformulation Delta Division Contra Costa	800	325	353	353
80.	San Joaquin Valley Conveyance Study Several	600	0	0	300
81.	Shasta Dam Enlargement Shasta	8,300	1,760	0	1,850
	SPECIAL INVESTIGATIONS				
82.	Minor work in connection with completed projects Several	985	175	35	35
83.	New Melones Studies	1,300	0	150	150
84.	Environmental and Interagency Coordination Activities Mid-Pacific Region Several	12,865	8,619	600	600
85.	Fish and Wildlife Management Study	2,652	1,517	350	350
86.	Technical Assistance to States	704	184	340	340
	OPERATION AND MAINTENANCE				
87.	San Luis Unit Joint Use Facilities Several			4,793	10,022
	COLORADO RIVER SALINITY CONTROL PROJECT (Lower Colorado Region)				
88.	Paradox Valley Unit	85,000	15,800	6,068	6,068
89.	Grand Valley Unit	237,300	36,800	3,915	3,915
90.	Las Vegas Wash Unit Nevada	104,200	4,300	1,075	1,075

CALIFORNIA WATER COMMISSION

FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1983-84
(In Thousands of Dollars)

CWC. NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/83	F.Y. 83-84 PRESIDENT'S BUDGET	F.Y. 83-84 COMMISSION FINAL RECOMMENDATIONS
	COLORADO RIVER SALINITY CONTROL PROJECT (Lower Colorado Region)				
91.	Colorado River Water Quality Improvement Feasibility Investigations Multi-State	50,600	33,400	4,410	4,410
	OTHER PROGRAMS - LOWER COLORADO REGION				
92.	Lower Colorado Water Conservation and Efficient Use Program Several	2,700	1,785	400	400
	NEW PROGRAMS - LOWER COLORADO RIVER REGION				
93.	Lower Colorado River Water Supply Study	275	100	150	150
	OTHER PROGRAM - LOWER COLORADO REGION				
94.	All American Canal Replacement	460	0	135	135
	Total USBR			$147,105	$173,663
	Total Corps of Engineers and USBR			$208,319	$247,802

Amounts in parentheses () are for pre-construction planning.

STATEMENT OF THE CALIFORNIA RECLAMATION BOARD

Mr. Chairman, Members of the Committee, The Reclamation Board is the California State agency with responsibility for furnishing the required federal assurances for channel and levee projects in the Central Valley of California. We have a direct and continuing interest in providing an integrated and complete system of flood protection. We have submitted a report for the record and will only touch on those projects in this statement which require your immediate attention.

In the Sacramento Valley, the Sacramento River Bank Protection Project is vital to the preservation of the great Sacramento River system. We are sharing the costs on a 1/3 State - 2/3 Federal ratio. Due to previous reduction of work on this project and the devastating floods this season, much bank protection work needs to be done. The Board therefore strongly urges an appropriation of $4,300,000 for this project in fiscal year 1983-84.

The Chico Landing to Red Bluff Bank Protection Project is an extension and modification of the existing Sacramento River Flood Control Project. The Board recommends funding for this project in the amount of $3,500,000 to protect critical bank erosion sites and sites which threaten the integrity of the downstream Sacramento River Flood Control Project.

Construction of the Cottonwood Creek Project, which is on the largest uncontrolled tributary of the Sacramento River, would provide badly needed flood control benefits to the Sacramento Valley. We recommend an appropriation of $4,000,000 to continue planning for this project.

We would also like to express our continued support for the Merced County Streams Project. This project was authorized in 1970 and funds are needed in fiscal year 1983-84 to start construction. As you may know, negotiations are under way with the Corps of Engineers on a new cost-sharing formula. We are optimistic that these negotiations will be successful. But whether they are or not, we believe this project is one of the better projects and is badly needed. The Board strongly supports an appropriation of $6,000,000 for this project.

Several of the proposed Surveys are also vital to California. One of the most important to our area of interest is the Sacramento River and Tributaries Bank Protection and Erosion Control Study. Results of this study will provide necessary information for a comprehensive treatment of 312 miles of the Sacramento River from Collinsville to Shasta Dam. Funding in the amount of $139,000 is strongly recommended to permit completion of this study.

We would urge that full consideration be given to all recommendations contained in the attached report.

We wish to thank the Committee for providing this opportunity to express the views of the Board and would ask that this statement as well as the written report previously referred to be made an official part of the hearing record.

Summary of Recommendations (in thousands of dollars)

Corps of Engineers Projects		Recommendations 1983-84
I. Surveys		
Northern California Streams		$ 0
Sacramento River and Tributaries Bank Protection and Erosion Control		139
San Joaquin River Basin		1,025
	TOTAL	$ 1,164
II. General Investigations		
Cottonwood Creek		$ 4,000
Morrison Creek Phase I, G.D.M.		1,000
Cache Creek Basin Investigation		300
Red Bank and Fancher Creeks		1,500
	TOTAL	$ 6,800

U. S. Bureau of Reclamation Projects		Recommendations 1983-84
III. Construction		
New Melones Lake		$ 7,300
Merced County Streams		6,000
Sacramento River Major and Minor		200
Sacramento River Bank Protection		4,300
Sacramento River, Chico Landing to Red Bluff		3,500
	TOTAL	$21,300
Auburn Dam		$ 2,250
Shasta Dam Enlargement Study		1,850
	TOTAL	$ 4,100

The Reclamation Board, as the State agency which furnishes required local assurances for Federal levee and channel projects in California's Central Valley, respectfully submits this statement in support of appropriations of Federal funds for accomplishment of flood control works.

The Reclamation Board recommends and strongly urges appropriation of funds in the amounts listed in the summary. While all projects are important to the health, safety, and well-being of Central Valley residents, the surveys and projects described as follows are particularly critical:

I. Surveys

A. Northern California Streams:

This survey, authorized in 1958 and 1962, is a study of all the streams in Northern California that flow into the Pacific Ocean, including the Sacramento River and its tributaries, in regard to flood control measures. Throughout the years, there have been many widespread and destructive floods. When flooding occurs, heavy damages are inflicted on homes, agricultural lands, and public utilities. The cost of flood fighting, cleanup and repair, and restoration is usually several million dollars each time a flood occurs.

The flood events of the past demonstrate the continuing need for flood management measures in the basin and growing water requirements show the need for water conservation measures.

During fiscal year 1983-84, studies of Northern California streams will be carried out under other programs.

B. Sacramento River and Tributaries - Bank Protection and Erosion Control:

This study, authorized in 1970, is an investigation of erosion problems along some 312 miles of the Sacramento River from Collinsville to Shasta Dam and along the lower reaches of the principal tributary streams.

The local interests believe that various factors, including reservoir control, have worsened erosion problems [illegible] the banks of the streams in the area. Assistance has been requested in providing needed bank protection. Also, due to the greatly increased use of the Sacramento River by recreational boats, erosion by wavewash has become a significant problem.

This study will consider protective measures to stabilize stream channels, reduce bank erosion, and preserve riparian vegetation. This investigation could serve as a vehicle to resolve some of the environmental issues surrounding bank protection work.

The Reclamation Board strongly recommends an appropriation of $139,000 for the Sacramento River and Tributaries Bank Protection and Erosion Control Study in fiscal year 1983-84 to enable the Corps of Engineers to complete the study.

C. San Joaquin River Basin:

This survey, authorized in 1964, and initiated in 1968, encompasses the southern portion of the Central Valley, including part of the Delta-Central Sierra Area and all of the San Joaquin and Tulare Lake Basins. The study will investigate the problems of flood control, irrigation, municipal water supply, power, recreation, fish and wildlife, and water quality. The study area is the site of many complex water supply and water transportation problems. Flooding is a major problem in the study area. During the severe floods of 1969, the area experienced approximately $100 million in damages. Projects to be considered include: dams and reservoirs, stream diversion, bank protection, and levee and channel improvement.

The Reclamation Board recommends inclusion of $1,025,000 for fiscal year 1983-84 for the San Joaquin River Basin project.

II. General Investigations

A. Cottonwood Creek:

The project works, authorized in 1970, consist of two dams, with 2,000,000 acre-feet of multi-purpose storage. The 1979-80 flood season again indicated the need for control on Cottonwood Creek, the largest uncontrolled tributary of the Sacramento River below Shasta Dam.

The State will contract with the Corps of Engineers to purchase water from the project. Issues involving acquisition of lands for wildlife mitigation, access to private lands for purpose of fish and wildlife studies, and acquisition of lands needed for replacement of fish spawning gravels need to be resolved.

The Reclamation Board recommends appropriation of $4,000,000 in fiscal year 1983-84 for the Cottonwood Creek Project.

3. Morrison Creek - Phase I:

A study of Morrison Creek and its tributaries was authorized in 1963. The study area includes Morrison Creek, its principal tributaries which are Elder and Laguna Creeks and various smaller streams. Runoff from the stream group area drains into the Sacramento-San Joaquin Delta. The drainage area includes portions of Sacramento and adjoining suburbs, the communities of Elk Grove and Florin, and important military establishments.

State authorization requires assurances from the County of Sacramento, which have not been received. The County of Sacramento is in the process of establishing flood plain management along portions of the Morrison Creek Stream Group. In addition, the County has purchased some property within the project area for park purposes. The Reclamation Board recommends appropriation of $1,000,000 in fiscal year 1983-84 for the Morrison Creek - Phase I project.

C. Cache Creek Basin:

The Corps of Engineers has completed its Feasibility Report regarding water resources development in the Cache Creek Basin. The report recommends enlarging the outlet channel of Clear Lake and constructing a bypass channel to reduce flooding of development around the lake, enlarging and raising of levees around the existing settling basin near the mouth of Cache Creek to increase the basin's sediment storage capacity, and establishing a National Wildlife Refuge in the existing Cache Creek Settling Basin at a total cost of $17,960,000.

This report states that a major flood problem exists along the rim of Clear Lake. Historical inflows to the lake temporarily raise the lake level causing significant damage to lakefront development. Serious flood damages occurred in 1958 and 1970 causing estimated damages of $900,000 and $500,000, respectively. This problem can be economically solved by increasing the discharge capability of the lake's outlet channel.

Also, the storage capacity of the Cache Creek Settling Basin, which was constructed in 1937 to control sediment inflow to the Yolo Bypass of the Sacramento River Flood Control Project, is now nearly exhausted and sediment deposition from Cache Creek is again affecting the flood-carrying capacity of the bypass and the maintenance of downstream navigation and flood control works. The settling basin's storage capacity would be increased and a 3,600-acre National Wildlife Refuge would be established in the basin as a part of the National Migratory Bird Management Program.

Congress has not yet authorized this project; however, the Board recommends an appropriation of $300,000 in fiscal year 1983-84. This would accelerate the pre-construction planning stage when Congress authorizes the project.

D. Red Bank and Fancher Creeks:

The Corps of Engineers has completed its Feasibility Report regarding water resources development on Red Bank and Fancher Creeks, Fresno County. The report recommends single-purpose flood control improvements on Red Bank, Fancher, and Pup Creeks and Alluvial Drain; and dual-purpose flood control and recreation facilities on Big Dry Creek. The plan provides for enlargement of the existing Big Dry Creek

Dam and Reservoir, a new dam on Fancher Creek, and detention basins on Red Bank and Pup Creeks and Alluvial Drain.

The report states that significant flood problems exist in the expanding Fresno-Clovis metropolitan area. Flooding occurs throughout the entire study area when channel capacities are exceeded. The most recent serious flooding in January and February 1969 caused an estimated $4.7 million in damages to agricultural lands, residences, and commercial and industrial properties.

The flood problem can be economically dealt with by construction of the proposed flood control features. Also, recreational features could be incorporated in the plan for enlarging Big Dry Creek Dam and Reservoir.

Congress has not yet authorized this project; however, the Board recommends an appropriation of $1,500,000 in fiscal year 1983-84 to enable the Corps of Engineers to proceed with design studies. This would accelerate the planning stage when Congress authorizes the project.

III. Construction

A. New Melones Lake:

New Melones Dam was authorized in the 1944 and 1962 Flood Control Acts. Initial construction was started in 1966, with work beginning on the main dam and appurtenances in 1974. The Dam is now completed.

The New Melones Lake Project is located on the Stanislaus River about 45 miles east of Stockton. The project provides flood control, irrigation, power, general recreation, enhancement of fish and wildlife, and other benefits. The facilities consist of a dam, lake, and powerplant.

The project provides flood protection to 35,000 acres of highly developed agricultural land along the Stanislaus River. In conjunction with other projects on the Lower San Joaquin and Tuolumne Rivers, it aids in reducing flood stages along the Lower San Joaquin River and in the San Joaquin Delta.

The Reclamation Board recommends appropriation of $7,300,000 in fiscal year 1983-84 to continue the acquisition of riparian habitat and flood easements downstream from the Dam.

B. Merced County Streams:

This project, authorized in 1970, will provide flood protection for Castle Air Force Base, the City of Merced, and adjacent suburban and agricultural lands at an estimated federal cost of $73,400,000. The project is contingent upon inclusion of a 2,800-acre wildlife easement area on the lower reaches of Bear Creek.

The Reclamation Board strongly recommends an appropriation of $6,000,000 in fiscal year 1983-84 for the Merced County Streams Project.

C. Sacramento River and Major and Minor Tributaries:

Improvement of Sacramento River Major and Minor Tributaries was authorized in 1944 and further amended in 1950. This project provides for revetment for protection of bypass levee slopes against erosion. The bypass levee revetment features of the project will provide protection to flood plains adjacent to the bypasses and will decrease requirements for levee repairs under emergency conditions.

The Reclamation Board recommends appropriation of $200,000 in fiscal year 1983-84 for this project.

D. Sacramento River Bank Protection:

The project, authorized in 1960, is a long-range Federal-State effort, aimed at preserving the existing project levee system of the Sacramento River. These existing levees, which offer flood protection to the Central Valley over a reach of 185 miles, are very old and subject to constant erosion. The Sacramento River Bank Protection Project work consists of sloping and placing stone protection at those points which are identified each year as the most critical. Since 1963, some 612,000 lineal feet have been strengthened in this fashion. On this project, all costs are shared with the Federal Government paying two-thirds and the State one-third.

The Reclamation Board recommends approval of an appropriation of $4,300,000 in fiscal year 1983-84 for the Sacramento River Bank Protection Project.

E. Sacramento River - Chico Landing to Red Bluff Project:

This project, authorized in 1958, comprises extension and modification of the existing Sacramento River Flood Control Project by the construction of bank protection and minor channel improvements along the Sacramento River between Chico Landing and Red Bluff.

The Board recommends funding for the Chico Landing to Red Bluff Project in the amount of $3,500,000 to protect critical sites or sites which can be demonstrated as having a detrimental effect on the Sacramento River Flood Control Project.

U. S. Bureau of Reclamation Projects

Auburn Dam:

Auburn Dam, part of the Central Valley Project, was authorized in 1965. Auburn Dam and Reservoir is located on the North Fork of the American River adjacent to the City of Auburn. The dam height when constructed will be

700 feet. Auburn Reservoir will have a capacity of 2,300,000 acre-feet. The reservoir will add 250,000 acre-feet of flood control space to the American River system.

The population centers of Sacramento, North Sacramento, Arden, Brighton, Carmichael, Fair Oaks, Folsom, and Rancho Cordova lie partially within the natural American River flood plain. The present Folsom Dam and levee system do not provide adequate flood protection against a Standard Project Flood. The part of the metropolitan Sacramento area that would be flooded by the Standard Project flood is estimated to have a population of about 130,000 people, according to the 1970 census. Auburn Dam and Reservoir will provide additional flood protection to the population centers of the metropolitan Sacramento area.

The Reclamation Board urges adequate funding for planning activities, including studies to define appropriate fish and wildlife mitigation measures. The mitigation measures should be identified prior to initiation of final design. The level of funding was not determined.

The Reclamation Board recommends appropriation of $2,250,000 in fiscal year 1983-84 for planning activities, which include studies to define appropriate fish and wildlife mitigation measures.

Shasta Dam Enlargement Study:

On December 16, 1979, the State of California and the U. S. Bureau of Reclamation signed a letter of intent to jointly study the enlargement of Shasta Dam.

The Reclamation Board recommends appropriation of $1,850,000 in fiscal year 1983-84 for work on this study.

Mr. DODSON. Mr. Chairman. I will go right ahead without any further introduction. I will caution those witnesses of ours that have not yet given their message that we are down to 34 minutes. We started out with 40 witnesses, but I think we have lost a few along the way.

SAN FELIPE PROJECT

STATEMENT OF ALBERT HENLEY, GENERAL COUNSEL, SANTA CLARA VALLEY WATER DISTRICT, AND SAN FELIPE COMMITTEE

Mr. DODSON. We will start right in with Al Henley, general counsel for the Santa Clara Valley Water District and the San Felipe Committee.

Mr. HENLEY. Mr. Chairman, I am very happy to advise the committee that the San Felipe division, which we are promoting and have done so for many years, is on schedule. It is being built in an orderly fashion. It is more than half built, and the construction costs are coming in at about 20 percent under estimate—always good news.

In the interests of time, I am asking that my statement be made a part of the record and I will say no more to the committee except to say thank you.

[The statement follows:]

STATEMENT OF ALBERT HENLEY, REPRESENTING THE SAN FELIPE COMMITTEE

The San Felipe Committee supports the President's budget figure of $71,860,000 for continued construction, San Felipe Division, Central Valley Project (CVP), California, and the associated budget figure of $6,800,000 for the loan program, San Benito County Water Conservation and Flood Control District.

Mr. Chairman, I am Albert Henley, an attorney representing the San Felipe Committee. This organization is formed by four local public agencies under California law to act together in furtherance of orderly and early construction of the San Felipe Division, CVP. We believe the President's budget proposals for the division and for the distribution system loan in San Benito County will have that effect and we ask your agreement with those figures.

Mr. Chairman, you will have had the testimony of the Bureau of Reclamation regarding progress on this work of improvement. We are highly gratified at the advantageous bids the Bureau is receiving and the pace the construction contractors can achieve, provided always that funding is adequate and regular in supply.

You will be aware, I am sure, of the unanimous support of our representatives in both houses of the Congress. I am able to tell you that that support reflects the committed endorsement of the service area in the counties immediately concerned.

We hear much of the virtue of cost sharing relative to Federal projects. We do not raise an objection in principle to cost sharing. It must be said of reclamation projects, of course, that the cost is not fully Federal in any event. A great part is more in the nature of an advance from the Treasury. But additionally, in the case of San Felipe, I can advise that we are participating financially up front, as the new jargon has it. The service area is sharing the cost right now by spending, or preparing to spend in the immediate future, sums amounting to over half the total Federal cost in order to build major lines substantially extending the federal system.

The committee will be aware that San Felipe water is needed and that delays in its delivery must result in a return to conditions of ground water overdraft and consequent land surface subsidence. Of great importance also, however, is the beneficial effect continued construction activity will have on the disturbing levels of unemployment we are currently experiencing.

Mr. Chairman, this committee has never given us other than a courteous and sympathetic hearing and today we thank you and the members once again for the opportunity to be heard.

GUADALUPE RIVER, SAN FRANCISCO BAY SHORELINE, AND PAJARO RIVER STUDIES

STATEMENT OF RONALD ESAU, ASSISTANT GENERAL MANAGER, SANTA CLARA VALLEY WATER DISTRICT

Senator BURDICK. I might say that all of your statements will be made a part of the record even though some may not be delivered.

Mr. DODSON. The next speaker is Ron Esau, assistant general manager of the Santa Clara Valley Water District. With him is one of the directors of the water district, Audrey Fisher.

Mr. ESAU. Thank you, Mr. Chairman. First, I have a statement that has been submitted supporting the President's 1984 budget for the Corps of Engineers survey of the Guadalupe River; second, a statement supporting the President's budget for the Corps' study of the San Francisco Bay shoreline, but with a slight increase at the request of the California Department of Fish and Games in the amount of $100,000; third, we are asking for an augmentation of the President's budget in the amount of $1,140,000 to provide for the construction of the Corps of Engineers' Pajaro River. This is a project in the southern part of Santa Clara County in the city of Gilroy. It has been a very long-term study, and we are now ready for construction with benefits on the RICB ratio. We certainly request your consideration for that.

Thank you very much.

[The statements follow:]

STATEMENT OF RONALD R. ESAU, ASSISTANT GENERAL MANAGER, SANTA CLARA VALLEY WATER DISTRICT, CALIFORNIA

BACKGROUND

The Bayfront areas of many of the San Francisco Bay counties have been adversely affected by land surface subsidence and, as a result, military installations, lands, homes, business establishments and industries are subject to hazardous inundation from tides of the Bay. In Santa Clara County alone, approximately 40 square miles of land surface area could be adversely affected. This area houses a number of federal installations including the U. S. Naval Air Station Moffett Field and the National Aeronautics and Space Administration's Ames Research Facility. Industrial productivity could be adversely affected by tidal flooding since defense industries such as Lockheed, and many electronics, aeronautics and space firms are located in the area. The study is essential, also, in order to permit and insure integration of any flooding solution with protection of wetlands and wildlife refuges.

The saltwater flooding problem is particularly acute in northern Santa Clara County where the threat of flooding is an annual concern. The potential for damage grows with each year. A combination of high tides, high winds, and moderate river flows have resulted in the overtopping of the inadequate, unsound, privately owned levee system in this area. The community of Alviso is especially vulnerable to this flood threat as evidenced by disastrous inundation in 1982 and earlier this year.

STUDY SYNOPSIS

This Corps of Engineers survey was authorized by the 1976 Omnibus Rivers and Harbors Bill to examine the tidal flooding from San Francisco Bay. Funds were first appropriated in FY 1979 and the study has been initiated by the San Francisco District office of the U. S. Corps of Engineers. Three broadly based public meetings have been held and the San Francisco District has retained a consultant to define damage potentials and constraints and to assimilate the testimony requesting federal assistance given at those public hearings in January 1979. Work in Fiscal Year 1983 consisted of topographic mapping, environmental and economic assessment of feasible actions. Fiscal Year 1984 will continue refinement of Fiscal Year 1983 studies leading to targeted study completion in Fiscal Year 1986.

Initial California Water Commission support was conditioned on a State-Corps letter of understanding dated January 29, 1979 that initiation of Phase II Studies will not begin until after review of Phase I Studies, including an appraisal evaluation of tidal flooding in the Suisun Marsh. State Department of Water Resources agreed in April 1981 to proceed with Phase II Studies with priority in South San Francisco Bay. Studies on Suisun Marsh will be completed by January 1983.

Funds are needed to identify the hazards from tidal inundation with an objective, scientific study. Local agencies have neither the resources nor the geographical scope to deal with this problem which affects the entire San Francisco Bay Region. Local support is very strong.

FY 1983 FUNDING

The FY 1983 budget included $300,000 for this study; $400,000 less than requested. No augmentation of the budget for this work was requested.

FY 1984 FUNDING

FY 1984 budget requirements to complete the study on schedule by FY 1986 will be $700,000. Any level of funding less than this amount will delay the study completion proportionately. The President's budget includes $600,000 for Interim I of this project (South Alameda and Santa Clara Counties only). $100,000 is required for study of the Suisun Marsh.

RECOMMENDATION

Although a critical portion of the project area is reflected in the President's FY 1984 budget, it is important that the entire project proceed uniformly to completion. We, therefore, urge support for a Congressional appropriation of $700,000.

SUMMARY

The Statement supports the President's 1983-84 Budget in the amount of $170,000 for the Corps of Engineers' Survey of Guadalupe River and Adjacent Streams, Santa Clara County, California.

BACKGROUND

Guadalupe River is a major waterway that flows through the highly urbanized area of Santa Clara County, California. Historically, this stream has flooded the downtown areas of San Jose and Alviso beyond local capability to prevent. For example, the estimated damages from a one percent or 100-year flood, which would inundate the urban center of San Jose, is $61,000,000. It is estimated that a 50-year flood would cause $33,000,000 worth of damage under existing conditions. The probability of such floods occurring before implementation of flood prevention measures is quite high. A 50-year flood has an 18 percent chance of occurring during a 10-year period; a 100-year flood has about 10 percent chance of occurring during this same period. There is strong potential, therefore, that a damaging flood will occur before the problem can be resolved. The Guadalupe River had started to overflow its banks in April 1982 and January 1983 before the storm receded and avoided major damage. Even so, public and private damage amounted to several million dollars.

STUDY SYNOPSIS

In 1971, the community asked the Corps of Engineers to reactivate its 1945 study. The Plan of Study was completed in 1973. The initial problem definition and alternative screening was completed in 1974. More detailed problem definition and alternative definitions for the Guadalupe River and Coyote Creek were completed in 1978. The third phase, study of freshwater flooding in the Baylands, was completed in 1979. The Stage 2 report was completed for the combined Guadalupe River, Coyote Creek and Baylands.

In an effort to accelerate the completion of this project, the local people through the Santa Clara Valley Water District have provided a substantial amount of technical and financial assistance since 1972. Special planning studies have been completed by the District for inclusion into the Corps' studies at a cost of over $430,000.

To date, therefore, over $1.9 million has been expended on this study. The necessity to reduce Federal expenditures to meet economic goals is recognized. Nevertheless, projects such as the Guadalupe River, where costly studies are nearly complete and economic feasibility has been established, should be adequately funded.

FY 1983 FUNDING

Funding for 1983 as provided in the final Continuing Appropriations Bill (Energy and Water portion) is $270,000. This funding maintains the schedule necessary for study completion in late FY '84

NECESSARY FY 1984 FUNDING

Funding during 1984 in the amount of $170,000 is required to complete the planning study and to commence final design prior to project authorization Future funding would be solicited for the Corps Continuing Planning and Engineering Program (CP&E) when a final project alternative is formulated.

The President's budget includes the necessary $170,000 for this project.

RECOMMENDATION

The very high flood risk and potential damage, the impacts of inflation, and the minor expenditure now required leads us to urgently request support of a Congressional appropriation reflected in the President's FY 1984 Budget ($170,000) to complete the feasibility report for the Guadalupe River and Adjacent Streams Study.

SUMMARY

The Statement urges augmentation of the President's 1983-84 Budget in the amount of $1,140,000 to provide for construction of Corps of Engineers' Pajaro River: Uvas-Carnadero Project, Santa Clara County, California.

BACKGROUND

The Uvas-Carnadero Creek Project is located in Gilroy in the southern part of Santa Clara County, California. In 1944, Congress authorized a levee project along Uvas Creek. This project was not completed because of lack of local support. Another study, the Pajaro River Basin Study, was authorized by Congress in 1945; a specific report on the Uvas-Carnadero Creek portion was completed in August 1975. The proposed project is a single levee on the northwest side of the creek to prevent flood flows from entering the southern part of the City of Gilroy. In February 1981, a public meeting was held by the Corps of Engineers in Gilroy. As a result of the firm citizen support given at this meeting, the Corps is proceeding with the approval stage of the proposed project which reflects an approximate $3.2 million total project cost and a 3:1 benefit to cost ratio.

The January 1982 flood seriously threatened the City of Gilroy. Emergency actions were necessary to prevent failure of the existing levee.

The proposed project would protect about 600 existing homes, a new high school and commercial and industrial establishments from flooding. This area is that which the City of Gilroy and the County of Santa Clara have designated for development in lieu of other areas easterly of the present city which are subject to more severe flooding and in which agricultural operations are to be preserved. The project would alleviate potential damages of $23.0 million during a 1% flood event.

STUDY SYNOPSIS

The study is now in advanced engineering and design stage, Phase II of the General Design Memorandum (GDM). The final benefit/cost review is expected to again show a very strong beneficial ratio. Final design is proposed for Fiscal Year 1983 with construction starting in the following year.

The study has been funded for four years at a Federal cost exceeding $600,000, assisted by substantial local costs.

FY 1983 FUNDING

Funding for 1983 as provided in the final Continuing Appropriations Bill (Energy and Water portion) is $190,000. This provides sufficient funding to allow the project to proceed to advertisement in May 1984

FY 1984 FUNDING

FY 1984 budget requirements to accommodate a construction start in FY 1984 is $1,140,000. This would allow completion of construction by November 1984. Determination by the Corps of Engineers of funding needs for construction in 1984 occurred too late for consideration in the President's budget.

RECOMMENDATION

Community development has long contemplated completion of this protection project. Support for a $1,140,000 Congressional appropriation for the Corps, in augmentation of the President's proposed budget, is urged to complete this last step in providing that protection.

MERCED COUNTY STREAMS PROJECT

STATEMENT OF JAY ANDERSON, SECRETARY-MANAGER, MERCED IRRIGATION DISTRICT

Mr. DODSON. Our next speaker is Mr. Jay Anderson, secretary-manager of the Merced Irrigation District. Joseph Plagenza is president of that group.

Mr. ANDERSON. Thank you, Mr. Chairman. Everything that I really wanted to say is in my prepared statement. We are in the President's budget. We ask that you support what is in the President's budget, and I won't take any more time to testify.

[The statement follows:]

STATEMENT OF JAY ANDERSON, SECRETARY-MANAGER, MERCED IRRIGATION DISTRICT, CALIFORNIA

Mr. Chairman and members of the committee, my name is Jay Anderson, secretary-manager of the Merced Irrigation District in Merced, Calif. I am representing the County of Merced, which is the sponsor of the Merced County streams project. The county is joined by the Merced Irrigation District, the city of Merced, the El Nido Irrigation District, and the Le Grand-Athlone Water District.

The plan formulated by the Corps of Engineers, Sacramento district, shows that the construction of dams on Canal and Black Rascal Creeks, the enlargement of Bear Creek Dam, and the improvement of 47 miles of channels and levees would provide for protection to about 55,000 acres of agricultural and urban areas. It would also provide protection to Castle Air Force Base, a major installation of the Strategic Air Command. The protection to Castle Air Force Base at present is by diverting floodwater into the Merced Irrigation District canals through areas completely out of the flood plain. This practice has resulted in damages to the district's water distribution system and must be discontinued. The city of Merced is vulnerable to flooding without the project.

The agricultural areas subject to flooding are planted to a variety of tree and row crops and comprise some of the finest agricultural lands in the San Joaquin Valley. Dairy and beef cattle thrive on many acres of irrigated pasture. Only about 1 percent of the 1982 crop value was under any Federal or State subsidy.

The total cost of the project is estimated to be $112 million and is economically feasible with a favorable benefit-cost ratio. Damages are estimated to be in excess of $6 million per year without the construction of the project. Portions of the project area have been declared a disaster area due to flooding this year.

The studies by the Corps of Engineers were started in 1958 and led to congressional authorization in 1970. Approximately $6,350,000 has been spent on the phase I and phase II studies by the Corps and the project is in line for a construction start.

The local agencies have met with the Corps of Engineers to discuss cost-sharing proposals. Letters of intent have been exchanged between the County of Merced, California Reclamation Board, and the Corps regarding the funding of the project.

Pending congressional approval of a cost-sharing formula, we request the Congress support the $6 million in the President's budget for fiscal years 1983 and 1984 so that the Merced County streams project can proceed on schedule.

PREPARED STATEMENT

Mr. DODSON. Mr. Chairman, I would like to submit a statement from the San Benito County Water Conservation District for the record.

Senator BURDICK. Without objection, it will be included.

[The statement follows:]

STATEMENT OF THE SAN BENITO COUNTY (CALIF.) WATER CONSERVATION AND FLOOD CONTROL DISTRICT

The San Benito Water Conservation and Flood Control District Directors have instructed me to urgently request the appropriations totaling $72,900,000 for Bureau of Reclamation facilities and $6,750,000 for the third phase of construction of the water distribution sub-system to be constructed by the District Funding that has been recommended by the California Water Commission. The $72,900,000 is for various facilities being constructed by the Bureau of Reclamation including finishing the Pacheco Tunnel, Pacheco Pumping Plant and Switchyard, Pacheco Conduit, Santa Clara Conduit, Hollister Conduit and other features including Planning and Ground Preparation. The $6,750,000 is the fourth advance on the P.L. 84-130 loan agreement of $19,900,000 which the San Benito County Water Conservation and Flood Control District has with the Bureau of Reclamation. This is the purpose of constructing the water distribution system in Sub-areas 6, 7, & 9 of Zone VI, the zone of benefit for imported San Felipe Water. The District is contributing $2,059,000 to the $21,959,000 cost of the distribution system.

We call your attention to the presently proposed budget for the San Felipe Division for 1983-84. My Board of Directors completely support the President's proposed program of government expense reduction but they firmly believe that the San Felipe Division should receive its proportionate share of the final California allocation.

The Pacheco Tunnel, one of the main features of the San Felipe Project, is 97% finished, with only finishing touches to be completed. The second feature of importance is the Santa Clara Tunnel which is approximately 1.1 miles long. This tunnel has been completed with just finishing work to be done. The first section of the conduit system has been laid around the City of Hollister. There are seven other ancillary systems to the San Felipe Division, all of which should be completed just prior to availability of water from the Pacheco Tunnel. This will provide the earliest possible cash flow and initiation of payback to the Bureau of Reclamation.

The water from the San Felipe Division is desperately needed to sustain an existing agricultural economy and community in San Benito County - not bring new lands into production.

The zone of benefit (Zone VI) consists of family farms with the owners living thereon and the Cities of Hollister and San Juan Bautista. This area now obtains its total water requirements by pumping from underground aquifers which are rapidly being depleted through overdraft, and water quality is deteriorating. This condition exists even though water from Hernandez Dam (18,500 acre feet), Paicines Reservoir (7,000 acre feet), Pacheco Dam (6,000 acre feet), and all treated waste water from Hollister and San Juan Bautista is being percolated into the underground.

Water use is increasing within the zone of benefit. Population has increased by 33% during the last 10 years according to the 1980 census with many new households. Agriculture is consuming more water through increasing production of intensive crops. Crops with a high water requirement such as garlic, lettuce, onions, bell peppers, tomatoes, vegetable and flower seeds are replacing pears, prunes and apricots.

The declining water table and the intrusion of water bearing toxic quantities of boron and chlorides have already caused a change of 13,000 acres of high quality land to low income, hazardous dry farming. These lands will be retained in intensive agriculture with the availability of high quality San Felipe water.

Land subsidence will be curtailed or perhaps eliminated by replenishing underground water storage through percolation of San Felipe water into stream beds. This stored water will be available for use in those years when San Felipe water may not be available in the required quantity.

San Felipe water will replace local municipal and industrial water which is below public health standards because of high chloride content.

The construction of the San Felipe Division will supply sorely needed jobs in San Benito County with an unemployment rate of 22% as of January 1983. The annual average unemployment rate for the 1982 year was 19.1%.

In a county with as high an unemployment rate as San Benito County has, and the unusually high unemployment figures in the construction and heavy equipment fields in this whole area, the San Felipe Project and the distribution system being constructed by the San Benito County Water Conservation and Flood Control District will allow many of these unemployed to find jobs and return to gainful employment. In the San Benito County Water Conservation and Flood Control District distribution system alone, if sufficient funds are received, there will be more than 100 people working on this pipeline. Many of these workers belong to minority groups, a fact we should not ignore.

San Felipe water will be supplied directly to 19,700 acres under pressure sufficient for sprinkler irrigation. The pressure will be mostly provided by the head efficiently developed by large capacity pumps which will lift the water from San Luis Reservoir 250 feet to the Pacheco Tunnel entrance. Fire control will also be augmented by this pressurized water. The remainder of the water needs will be supplied by San Felipe and local runoff waters that will be percolated into the underground through stream beds and percolating ponds.

Contracts have been awarded for the first 5 sub-systems of this distribution system. These sections of the system consist of approximately 41 miles of pipe varying in size from 6 inches to 33 inches. Included in the contracts are water turnouts to approximately 350 users. The bids proved very attractive for these sections of the distribution system, all being well below engineers estimates.

With the funding problems that the District is having with its P.L. 84-130 loan for the Fiscal Year 1983, it is even more important and vital to the District that it receives adequate funding for the 1984 Fiscal Year.

With only 2.5 million dollars available for 1983 instead of the 7.2 million dollars in the 1983 budget, the District is able to award only 1 contract for 13 miles of pipeline instead of the four contracts for 37 miles called for in the schedule in the Districts P.L. 84-130 application. With the eagerness that contractors have shown in bidding on the last contract awarded, i.e. 17 contractors submitted bids, it would be a financial tragedy if the District cannot take advantage of their eagerness and proceed in an orderly and expeditious manner with the construction of the distribution system.

The District feels that the time for receiving attractive bids is now and for the next couple of years. It is essential that appropriations for this P.L. 84-130 loan continue in an orderly manner and on schedule as it appears in the P.L. 84-130 loan application. The payback contract between the United States and the San Benito Water Conservation and Flood Control District calls for completion of the distribution system five years after the first monies become available. The first appropriation was for Fiscal Year 80-81 which means we must complete the system by the end of 1985.

The people of Zone VI (the zone of benefit within the San Benito County Water Conservation and Flood Control District) through a plebiscite have overwhelmingly affirmed a contract with the Bureau of Reclamation to purchase water and to obligate themselves to borrow $19,900,000 through a Public Law 84-130 loan to construct the necessary distribution facilities.

Further evidence of the eagerness of the people of San Benito County for the completion of the distribution system is the fact that all rights of way for this pipeline, both temporary and permanent, have been donated to the District, with no Federal or District funds being spent for these rights-of-way. This is saving an expenditure that could amount to quite a large sum of money as there is in excess of 70 miles of pipeline to be laid.

The California Water Commission has endorsed and supports the request we have made for the 1984 budget.

San Benito County urgently requires supplemental water as soon as possible to maintain the quality of life of its citizens by insuring the stability of its major industry -- agriculture.

We earnestly request the Congress of the United States to appropriate $72,900,000 as established by the Bureau of Reclamation to finance proposed work on the San Felipe Division Project for the Fiscal Year 1984.

We also request the Congress to approve $6,750,000 as the fourth advance on an approved P.L. 84-130 loan to continue construction of the San Benito County Water Conservation and Flood Control District Zone VI distribution system.

We thank the committee for granting us a hearing before you today.

SANTA ANA RIVER FLOOD CONTROL PROJECT

STATEMENT OF HARRIETT WIEDER, SUPERVISOR, ORANGE COUNTY, CALIF.

Mr. DODSON. Next is Supervisor Harriett Wieder of Orange County.

Ms. WIEDER. Thank you very much, Mr. Chairman, for the opportunity to appear before your subcommittee this afternoon to testify on behalf of two projects that are of great concern to southern California: Santa Ana River flood control protection and the completion of the Sunset Harbor study at Bolsa Creeka in the community of Orange County.

The Santa Ana River Flood Protection Agency is a joint powers group that includes 18 cities on the Santa Ana River flood plain. The agency was formed to seek a solution for the flood threat posed by the inadequacies of the Corps of Engineers' Prado Dam on the Santa Ana River. It is within these cities, with a total population of in excess of 1 million persons, that most of the $12 billion damages would occur from what is called a standard project flood.

I don't have to reiterate, Mr. Chairman, what you have heard from so many witnesses in the past years. The Santa Ana River is the greatest flood threat in the United States today. The recent series of storms that battered the California coast and that you saw on television served as a dramatic reminder of just how deadly that flood threat is. It is our sincere hope that this is the final request for an appropriation for phase I of the Santa Ana River project. The support of the Appropriations Committee in the past is appreciated by all of the more than 1 million people in the flood plain of that Santa Ana River.

We request your continued support this year with an appropriation of $2.3 million.

In addition, I am here to request your support for an item not contained in the fiscal year 1984 budget submission from the administration, and that is for the $200,000 to continue the Corps of Engineers' study of Sunset Harbor at Bolsa Creeka in Orange County.

This project is to provide an ocean entrance and have an expanded marsh and habitat preserve and is close to completing its phase I study. Without the Corps' study, further development, restoration of the beach, and the money already invested in the first study will really, excuse the expression, go down the drain.

Orange County is proposing to spend more than $250,000 on our own over the next 2 years on a continuing feasibility study which we have conducted in coordination with the Corps. We are proud of the cooperation that we have achieved between local governments, Congress, and the Corps of Engineers in bringing both the Santa Ana River project and the Bolsa Creeka project this far. We know that with your continued financial support that the Federal investment made up until now will not be a wasted one. The protection afforded our people and the property from the ravages of nature such as we have experienced recently should convince everyone that these projects are much needed, long overdue, and a sound investment of Federal resources.

And finally, I just want to say thank you, Mr. Chairman, for the money that is already included by this committee in the recently enacted jobs bill which provides restoration of beaches in the Sunset-Surfside area of Orange County which is directly in my district and which suffered tremendous losses and hardships which were severely damaged in the storms of these past few months.

Thank you for your time.

[The statements follow:]

STATEMENT OF HARRIETT M. WIEDER, SUPERVISOR, ORANGE COUNTY, CALIF.

Mr. Chairman. Thank you for the opportunity of appearing before your Subcommittee this afternoon to testify on behalf of two projects of great concern to Southern California - the Santa Ana River Flood Control Project and the completion of the Sunset Harbor study at Bolsa Chica.

I don't need to reiterate, Mr. Chairman, what you have heard from so many witnesses in the past years - the Santa Ana River is the gravest flood threat in the United States today. The recent series of storms that battered the California coast served as a dramatic reminder of just how deadly that flood threat is. And yet, the storms we suffered this winter, together with the suffering and devastation they caused, were really only modest when compared with the potential destruction contained within a standard project storm.

It is our sincere hope that this will be the final request for an appropriation for Phase I of the Santa Ana River Project. The Corps of Engineers is in the process of completing its studies under this first phase and it is our hope that Phase II, that is, actual construction, can be authorized by Congress this year. I realize, of course, that it is not up to this committee to authorize the construction of Phase II, but I think the point needs to be emphasized that we must move on to construction soon.

The support of the Appropriations Committee in the past is appreciated by all of the more than 1 million people in the flood plain of the Santa Ana River. We request your continued support this year with an appropriation of 2.3 million dollars. Such an appropriation will enable the Corps to complete its post-Phase I surveys and reports in preparation for the beginning of actual plans. This will insure a smooth transition to the construction phase of the project at such time as it is authorized.

But, I am here also to request your support for an item not contained in the Fy 1984 budget submission from the Administration. That is for 200,000 dollars to continue the Corps' study of Sunset Harbor at Bolsa Chica in Orange County. This multi-purpose project to provide an ocean entrance and enhanced tidal flushing for an expanded marsh habitat/wildlife preserve is close to completing its Phase I study. Without the Corps study further development and restoration at the site will be stymied. We, at the state and local level, need this study to provide the necessary data concerning all alternative future use of the Bolsa Chica area so that a fully informed decision can be made and a proper and cost effective project formulated. All agencies concerned about Bolsa Chica are in agreement that the study should be completed.

Orange County is proposing to spend more that 250,000 dollars on it own over the next two years on a continuing feasibility study which we have been conducting in coordination with the Corps. The purpose of our study is to assure that the proposed development of Bolsa Chica will provide a favorable cost-benefit ratio for tax dollars expended on the project.

We are proud of the cooperation that has been achieved among local government, the Congress, and the Corps in bringing both the Santa Ana and Bolsa Chica projects this far. We know that with your continued financial support the federal investment made up until now will not be a wasted one. The protection afforded our people and property from the ravages of nature such as we have experienced recently should convince everyone that these projects are much needed, long overdue, and a sound investment of federal and local resources.

Thank you for your attention.

STATEMENT OF GEORGE OSBORNE, EXECUTIVE DIRECTOR, SANTA ANA RIVER FLOOD PROTECTION AGENCY

The Santa Ana River Flood Protection Agency is a joint powers group that includes 18 cities on the Santa Ana River flood plain. The agency was formed to seek a solution for the flood threat posed by the inadequacies of the Corps of Engineers' Prado Dam on the Santa Ana River. It is within these cities with a total population in excess of 1 million persons that most of the $12 billion damages would occur from a standard project flood.

It is within these cities that the estimated 3,000 lives would be lost. It is within these cities that hope is higher than any time before now that most of the studies are completed and that authorization is near for the Santa Ana River main stem, all-river plan.

The agency's executive committee has authorized my appearance before your subcommittee in support of a fiscal 1984 appropriation of $2.3 million to continue ongoing studies required before preparation of the actual construction plans for Orange County's protection from the Santa Ana River. The agency thanks your subcommittee for this opportunity.

As your subcommittee has been informed, cooperation between Orange, Riverside, and San Bernardino Counties and the Corps of Engineers has largely laid to rest the controversy over Mentone Dam and acceptance of certain authorization language by the Congress could enable an early start of construction for the protection of Orange County.

You undoubtedly have considerable knowledge of the storms that have assaulted California within recent months and of the widespread damage and suffering produced. Large as the damage from local flooding was in Orange County, it was only a small sampling of the terrible toll that would accompany an overflow and breakout of the Santa Ana River.

Twice in recent years, once in 1969 when Marines sandbagging the river narrowly averted a breakout, and again in 1983 with a providential cessation of rainfall, Mother Nature has given grim warning of the fate that must eventually overtake Orange County if remedial action is not taken.

Your approval of the $2.3 million appropriation is urgently requested, along with your prayers that actual protection work can be completed in time.

LETTER FROM REPRESENTATIVE JERRY M. PATTERSON OF CALIFORNIA, ET AL.

MARCH 3, 1983.

Hon. MARK HATFIELD,
Chairman, Senate Appropriations Committee,
Subcommittee on Energy and Water Development,
U.S. Senate,
Washington, D.C.

DEAR MR. CHAIRMAN; We are writing to request your expeditious consideration of the Santa Ana River control project. As you know from national news accounts, southern California has been devastated by several very serious storms during the past few months. In the last week, Orange, Riverside, and San Bernardino Counties' existing systems of dams and channels for flood control were exceptionally hard hit and did not withstand the assault of heavy rainfall. Several earthen levees were destroyed resulting in heavy flooding.

Flood control channels proved inadequate in many cases causing extensive property damage from the overflow.

Many communities were literally brought to a standstill and hundreds of persons have been evacuated from their homes. President Reagan has promised to declare the area a major disaster, thereby rendering it eligible for Federal assistance.

We bring this matter to your attention as an illustration of the severe threat to Orange, San Bernardino, and Riverside residents who live within the flood plain of the Santa Ana River. To protect our constituents from future major flooding, it is crucial that construction of the Santa Ana flood control project commence as quickly as possible. Therefore, we urge you to bring the necessary authorizing legislation before your subcommittee for consideration at the earliest possible moment.

Thank you for your interest in the Santa Ana flood control project.

Sincerely,

JERRY M PATTERSON, MC.
BILL LOWERY, MC.
RONALD PACKARD, MC.
AL MCCANDLESS, MC.
WILLIAM E. DANNEMEYER, MC.
DAN LUNGREN, MC
GEORGE E. BROWN, Jr., MC.
JERRY LEWIS, MC.

SAN JACINTO RIVER LEVEE AND BAUTISTA CREEK FLOOD CONTROL PROJECTS

STATEMENT OF KENNETH EDWARDS, CHIEF ENGINEER, RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

Mr. DODSON. Our next speaker is Mr. Ken Edwards, chief engineer for the Riverside County Flood Control and Water Conservation District, and with him in the audience is Supervisor Melba Dunlap of Riverside County.

Mr. EDWARDS. Thank you, Mr. Chairman. We will be brief. I think as you may recall, in 1980 the San Jacinto River levee and Bautista Creek channel, constructed by the Corps of Engineers, failed during our floods. Your committee has supported the appropration of funds to initiate the necessary repairs, and they have been started.

The President is recommending $6.5 million to complete those repairs in the fiscal year 1984 budget and reduced debt. There are two items for which we are asking augmentation of the President's budget: One is the Santa Ana River and Orange County streams for which the President has asked for $122,000 to complete studies around Lake Elsinore, which is in Riverside County. We certainly supported that.

However, there are additional studies required in the San Jacinto River and streams in San Bernardino County for which we are asking an additional $353,000, for a total of $475,000 for that study for fiscal year 1984. We are also requesting your committee to approve $300,000 for the Whitewater River in Riverside County. The Corps had completed studies 3 years ago. However, they found a creature that was placed on the threatened species list which requires a restudy from the environmental plan, and the House Public Works Committee has now authorized this study. We would like $300,000 appropriated which would be sufficient to complete that environmental plan.

Riverside County is in support of the President's budget recommendation for the Santa Ana River main stem projects, and all three counties have reached agreement on how that project should proceed.

I would like to thank you very much for the opportunity to make this presentation.

[The statement follows:]

STATEMENT OF KENNETH L. EDWARDS, CHIEF ENGINEER, RIVERSIDE COUNTY (CALIF.) FLOOD CONTROL AND WATER CONSERVATION DISTRICT

SUMMARY RECOMMENDATIONS

SAN JACINTO RIVER AND BAUTISTA CREEK CHANNEL	
General Construction	$6,573,000.00
SANTA ANA RIVER AND ORANGE COUNTY	
Continue Surveys	$ 475,000.00
SANTA ANA RIVER - MAIN STEM	
Phase II Studies	$2,300,000.00
WHITEWATER RIVER	
Continue Surveys	$ 300,000.00

SAN JACINTO RIVER AND BAUTISTA CREEK CHANNEL

On May 17, 1950, the Congress approved Public Law 516, which authorized several water resource projects. Included in that Act was the authorization of construction of flood control improvements along the San Jacinto River and Bautista Creek near the city of San Jacinto, California. In 1962, the Los Angeles District of the Corps of Engineers completed construction of 3.7 miles of levee improvement along the San Jacinto River and 1.3 miles of levee and 3.25 miles of concrete lined channel along Bautista Creek. The project authorized by Congress required that local or non-federal interests pay for all lands, easements and rights of way; relocate utilities; pay for bridge crossings; hold and save the United States Government free and harmless from any damages that might occur by virtue of the construction; and operate and maintain the works of improvement. The final cost of the project was 4.4 million dollars, of which non-federal interests paid 1.4 million dollars.

On February 21, 1980, the San Jacinto River levee failed causing widespread flooding in and around the city of San Jacinto, California. Portions of the left bank levee along Bautista Creek failed during the same time period. Damages as a result of the levee failure were about 30 million dollars. The San Jacinto River levee was designed to control a flow of 86,000 cubic feet per second but failed on the occurrence of a flow of 25,000 cubic feet per second. An "Engineer Team" was convened immediately after the flood by the Los Angeles District Corps of Engineers to determine the probable cause of the levee failure and recommend corrective action. The Engineer Team determined that the cause of failure was a deficiency in design which was unable to withstand the scouring action of flows impinging on the levee.

Emergency repairs were made to the levee in 1980 by the Corps of Engineers under PL-84-99. The Corps awarded a contract in March 1983 to install 48 rock groins along the San Jacinto River levee in the vicinity of the original levee breach and other areas where the levee was damaged in 1980. The work remaining is to improve the Bautista Creek Channel and the confluence structure of Bautista Creek with the San Jacinto River in order to bring the project up to a standard to contain the original design flood.

Corps of Engineers will be ready to start construction on this last phase of the remedial work in FY-84. The President has recommended an appropriation of $6,573,000 to complete this important remedial work. We strongly support this request and urge your committee to recommend and the Congress approve $6,573,000 for the San Jacinto River levee and Bautista Creek Channel.

SANTA ANA RIVER AND ORANGE COUNTY

The Corps of Engineers has been studying flooding and associated problems around Lake Elsinore, a natural lake basin that is the terminus of the San Jacinto River. Flood flows into the lake in February and March 1980 caused the lake to reach record high levels. These unprecedented lake levels caused widespread flooding around the lake with about 283 homes and mobile homes damaged by the rising lake waters. Significant economic damage was experienced by the community as the high water levels restricted the recreational use of the lake for several months. Again in March 1983, flows into the lake are nearing flood levels. This is in spite of the fact the lake level was reduced 5 feet through pumping in early 1981.

The Los Angeles District is nearing completion of an interim survey report for this important project. They will require an additional $122,000 in FY-84 to complete this interim report. The President has recommended $122,000 be funded to complete this study and we certainly support that recommendation. However, there are two other interim studies in progress for tributary streams in Riverside and San Bernardino counties (Interim Study No. 2) and streams in Orange County (Interim Study No. 3). The Los Angeles District would require $353,000 to continue these studies, in addition to the Lake Elsinore Study. Included in the Interim Study No. 2 is the extension of the San Jacinto River levees downstream some 20,000 feet. Our District, with the assistance of the Corps of Engineers through Public Law 84-99, has engaged in flood fights along this stream 3 years out of the last 5 years. I urge your committee to approve a total of $475,000 for the Santa Ana River and Orange County for FY-84.

SANTA ANA RIVER - MAIN STEM

The report on Santa Ana River - Main Stem, including Santiago Creek, California, Phase I, has been completed and the Chief of Engineers has submitted that report to the Secretary of the Army. The report recommends construction of the All River Plan which consists of a dam near Mentone, California; enlargement of the existing Prado Dam near Corona, California; channel improvements along the river in Orange County; improvement of the Oak Street drain channel in Corona, California; and improvement of Santiago Creek in Orange County. The All River Plan was developed over a period of several years of study by the Corps of Engineers and agreed to in concept by the three affected Counties, i.e., Orange, Riverside and San Bernardino, and the State of California.

Subsequent to completing the Phase I report on the Santa Ana River, All River Plan, certain interests in San Bernardino County expressed concerns over the Mentone Dam. The three affected counties, after meetings and discussions with the Corps of Engineers, have agreed on language authorizing the project, insuring that the concerns of the individual counties are addressed during the Phase II design studies.

The Corps of Engineers should have funding to proceed with the Phase II studies, allowing them to resolve the local concerns on the project design. The President has recommended that $2,300,000 be appropriated for Phase II studies for FY-84. We support that request.

WHITEWATER RIVER

The studies the Corps of Engineers have made to date on the Whitewater River for flood control have not shown sufficient economic feasibility to warrant proceeding with a detailed project plan. This has been caused in large part by the placement of the Coachella Valley Fringe Toed Lizard on the threatened species list by the Department of Interior, Fish and Wildlife Service. One plan not yet studied in significant detail is the environmental quality plan. On September 23, 1982, the Committee on Public Works and Transportation of the House of Representatives adopted a resolution requesting a review of the Whitewater River in the Coachella Valley, California, with particular reference to evaluating an environmental quality plan. The Corps of Engineers believes such a plan could overcome the environmental concerns of other plans studied and still show economic feasibility. This study will cost $300,000 to complete. The President has not included any funds in his request for FY-84 for this study. We request the committee approve a $300,000 appropriation for the Corps of Engineers to complete this study as authorized by the Committee on Public Works and Transportation.

Cucamonga Creek and Santa Ana River Flood Control Projects

STATEMENT OF ROBERT INGRAM, DIRECTOR, SAN BERNARDINO COUNTY DEPARTMENT OF TRANSPORTATION AND FLOOD CONTROL

Mr. Dodson. Next, Mr. Bob Ingram, director of the San Bernardino County Department of Transportation and Flood Control.

Mr. Ingram. Mr. Chairman, San Bernardino County has four projects of interest. I will summarize those briefly. First, the Cucamonga Creek is under final phase of construction, a project that provides great protection in the county. We support the budget recommendation of $2.9 million.

The second project is the Mojave River Dam, which provides flood gates on that dam which will give good flood protection in the desert areas. Communities there will also provide much-needed water conservation.

The Mojave River Water Agency has also submitted testimony separately here.

The third item is the Santa Ana River and Orange County review report. We would like to request an additional $200,000 in there for the Zanja Creek study. The city of Redlands will give additional information on that, so I won't continue on that point.

The final project is the main stem of the Santa Ana River. You have heard already that there is a great grant from the three counties. It is especially important, because it does cross the three counties.

We have adopted resolutions in support of this project in accordance with the Corps of Engineers' report which was submitted to the Secretary of the Army, and we are recommending construction of the project. This particular project has been reviewed in our county with a wide cross-section of interests, and they are in support of this project.

That would complete my testimony. We would appreciate your favorable support of our recommendations. Thank you.

[The statement follows:]

Statement of Robert Ingram, Director, San Bernardino County (Calif.) Department of Transportation and Flood Control

April 7, 1983

The Honorable Mark O. Hatfield, Chairman
U. S. Senate Committee on Appropriations
Subcommittee on Energy and Water Development
Washington, D. C. 20510

Dear Chairman Hatfield:

The Board of Supervisors of the San Bernardino County Flood Control District, State of California, is very appreciative of the Committee's past consideration and budgetary recommendations which have resulted in control of serious flood problems in our County. This year, we are quite aware of the fiscal limitations faced by all levels of government throughout the nation and therefore are submitting only the following most critical projects for your consideration in the 1983-84 budget:

1.	Cucamonga Creek	$2,900,000
2.	Santa Ana River and Orange County Review Report	$ 322,000
3.	Santa Ana River Main Stem Flood Control Project	$2,300,000
4.	Mojave River Dam	$ 200,000

These projects have been recommended as urgent by the State of California. This Board considers these budgetary needs essential and urgent, for local needs and the national interest, as demonstrated by devastation from past floods. Additional information on each project is included with this report for your review as time permits.

We earnestly solicit your approval of these programs and their funding to provide for the most urgent flood control requirements of San Bernardino County.

Respectfully yours,

CAL MC ELWAIN, Chairman
Board of Supervisors

CUCAMONGA CREEK IMPROVEMENT

SAN BERNARDINO COUNTY, CALIFORNIA

The Cucamonga Creek Improvement Project is one of the most vital in Southern California. The project located immediately east of the metropolitan Los Angeles area, affords protection for the cities of Upland, Ontario, Rancho Cucamonga, and a large portion of the west valley unincorporated land. The current population of this affected area is 1.5 million with an assessed valuation approaching $5 billion.

Completion of the Cucamonga Creek and its tributaries project is an absolute necessity for the protection of government facilities, industrial/commercial/residential developments and the prevention of loss of life.

The most recent large flood occurred in 1969, damaging and disrupting many and threatening all of the major transportation and communication lines between Southern California and the rest of the nation, which cross the overflow areas of these heavily eroded streams. Virtually every transcontinental highway, railway and interstate service passes through this valley and its mountain passes. Also included are the Boulder Dam powerlines, transcontinental gas and fuel lines, Metropolitan Water District and state water aqueducts and the transcontinental coaxial communications cable. Ontario International Airport was closed in 1969 when Cucamonga Creek flood waters overtopped the runway, and again threatened during the storms of 1978 and 1980, as were other vital nationwide service facilities including the California Air National Guard. The 1969 damages caused by flow from Cucamonga Creek and its tributaries exceeded $12 million with loss of life.

The area was also severely damaged in the historic 1938 flood. Without the Cucamonga Creek project, a repeat would result in over $61 million in damages, with present development.

The $2.9 million funding requirements for Fiscal Year 1983-84 will complete the construction of the flood control features and erosion control for the final phase of this $121 million project which started in 1974. The funding is included in the President's budget and is recommended by the State of California Water Commission.

SANTA ANA RIVER BASIN AND ORANGE COUNTY REVIEW REPORT

RIVERSIDE, ORANGE, SAN BERNARDINO COUNTIES

May 8, 1964, the House of Representatives Committee on Public Works authorized this review report to study the Santa Ana River Basin and tributaries in the California counties of San Bernardino, Riverside and Orange. This study includes numerous Santa Ana River tributaries in the three-county area. Since its initiation, various streams within this overall project have been studied in detail, as the urgency and need required. The urgency and need now exists for another of these projects within the City of Redlands, California.

The Mission-Zanja Creek is a 164 year old facility that was originally constructed as water supply for the City of Redlands. This facility presently serves as the primary drainage outlet for this rapidly-growing city of 46,000 residents and has caused frequent flood damage to the heart of the city. Historically, flood problems date back to 1891, with damaging flows also occurring in 1938, 1965, 1966, 1969 and as recently as 1976, when up to four inches of rainfall fell, in less than 1 hour, on the surrounding 27 square mile watershed. The flooding has not only resulted in great damage to public and private facilities but has also stifled economic development which is so vital to our nation.

The 1976 storm caused damage in excess of $1.5 million dollars to public and private properties in the city's core area. The overflow at some locations approached the Corps of Engineers standard project storm.

In our County we are recommending deferral of studies on the other tributaries in this study, in favor of funding for this urgently needed project which carries a cost sharing commitment by the City of Redlands of possibly $8 million of the estimated $12 million cost of the project. The funding currently proposed in the President's budget does not include this project. The California State Water Commission has recognized the urgent need and viability of this project because of the strong support and substantial local cost sharing. We encourage your concurrence and recommendation for funding.

SANTA ANA RIVER MAIN STEM PHASE I

RIVERSIDE, ORANGE, SAN BERNARDINO COUNTIES

Typical of most Southern California rivers, the Santa Ana flow is reduced to a trickle during the dry summer months; however, it is capable of large peak storm flows that rival or exceed the peak flows of many of the nation's major perennial flowing rivers. Studies by the Corps of Engineers indicate future floods on the Santa Ana, if left in its existing state, could cause an estimated $9.2 billion in damage and would jeopardize the lives of over 1.8 million people.

The All River Plan, in addition to providing flood protection for Orange County, serves a two-fold purpose. First, it would provide major flood protection for upstream portions of the river in San Bernardino and Riverside Counties. Secondly, it will reduce the large rights-of-way acquisition at Prado Dam that is needed to provide downstream flood protection for Orange County. This second aspect of the plan is vital because of the adverse effect removal of a large amount of land from the Prado Basin Dairy and Agriculture Preserve would have on this major dairy producing area of the nation.

A 260 square mile mountain watershed is the headwaters of the Santa Ana River. The larger Mentone Dam would be located across the Santa Ana Wash, just downstream of the mouth of the canyon and the alternate smaller Upper Mentone Dam located approximately one mile upstream of the canyon mouth. Downstream the Santa Ana River flows through San Bernardino and Riverside Counties to Prado Dam and Reservoir. This represents 26 miles of natural wash, mostly uncontrolled, for which the Mentone Dam or other upstream alternate facilities would provide needed flood protection in addition to reducing the right-of-way requirements for improvement to Prado Dam and the downstream channel through Orange County.

The Upper Mentone Dam represents the most viable proposed alternate dam location higher in the canyon, and within the National Forest Boundary. Though perhaps a more desirable location, the smaller size of this Dam necessitates more study and possibly revision of hydrology, hydraulic, engineering data and criteria.

Concern has been expressed by local citizens as well as elected and appointed officials in incorporated and unincorporated jurisdictions relating to the upstream reservoir element of the plan. Recent meetings between Orange, Riverside and San Bernardino Counties; the Los Angeles District Corps of Engineers; water district representatives; League of Women Voters; affected cities; and interested property owners has resulted in a conceptual consensus and a supportive coalition of sponsoring agencies.

For these reasons, the Tri-Counties of San Bernardino, Riverside, and Orange have agreed to support and urge earliest design and construction of the downstream two-thirds of the project, thus allowing time and resources to thoroughly study the upstream alternates.

The $2,300,000 recommended for F.Y. 1983-84 is included in the President's Budget. The funds will continue Phase I planning and engineering.

MOJAVE RIVER DAM

SAN BERNARDINO COUNTY, CALIFORNIA

The MOJAVE RIVER, (DEPICTED IN BLUE ON THE ADJOINING EXHIBIT MAPS) one of the world's few inland flowing rivers, traverses 96 miles through the heart of San Bernardino County and the California desert to a terminus at Soda Lake. The River flows through numerous communities and the cities of Barstow and Victorville, and is crossed by Interstate 15, Interstate 40, and most of the major transcontinental railroads, fuel and utility transmission lines.

In May, 1971, the Corps of Engineers completed construction of the Mojave River Dam and Reservoir (IDENTIFIED IN RED ON THE EXHIBIT) at the mouth of the 215 square mile mountain drainage area (SHADED LIGHT BLUE ON BOTTOM MAP) at a cost of $18,341,000. This facility provided peak flood flow protection and a means to replenish the downstream underground water supply through an ungated opening which would meter flows to replenish underground basins without wasting water to remote desert lakes. The dam and ungated opening would provide limited benefits to control damage from flood flows. Since 1970, groundwater needs have grown in this rapidly developing area, and it has become apparent that greater control of storm flows is needed and would result in improved and more beneficial groundwater basin replenishment. The upper natural groundwater basins (LIGHT RED LINEWORK ON BOTTOM EXHIBIT MAP) including the Upper Mojave, Middle Mojave, and Lower Mojave are the major water supply sources for the Mojave Desert area. The lower groundwater basins, Cave Mountain and Soda Lake, provide only minimal usable water due to the vast evaporation area and soil mantle of the Soda Lake bed. Additionally, since the Dam's construction, road crossings, flood control facilities, and private property along the upstream reaches of the river and in the vicinity of the community of Baker have sustained recurring and costly storm damage requiring federal disaster assistance.

A preliminary study by the Corps of Engineers, made at the request of Congressman Jerry Lewis, Representative 35th District, and with support of local agencies, included four alternative plans for modification of the dam and reservoir. The Corps of Engineers recommended "a detailed study be made to determine economic justification and advisability of modifying the existing facilities". On June 23, 1980, the San Bernardino County Flood Control District Board of Supervisors adopted a resolution requesting Congressional approval for a study by the U. S. Army Corps of Engineers, Los Angeles District, to modify the ungated outlet of the Mojave River Dam. The requested modification is an effort to maximize water conservation and minimize the erosion damage along Mojave River during floods.

The cost of this study is estimated at $490,000 and can be accomplished in two years, with recommended funding of $200,000 in F.Y. 1983-84 and $290,000 in F.Y. 1984-85. Funding for this project is recommended by the State Water Commission and included in the President's Budget.

MINUTES OF THE BOARD OF SUPERVISORS

COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA

On motion by Supervisor McKenna, duly seconded by Supervisor Hammock, and carried, the following resolution is adopted by the Board of Supervisors of the County of San Bernardino, State of California:

RESOLUTION NO. 83-108

WHEREAS, the Board of Supervisors of Orange, Riverside and San Bernardino Counties endorse the All River Plan concept for the Santa Ana River Main Stem project substantially in accordance with recommendations of the Chief of Engineers of the U. S. Army Corps of Engineers' report dated 15 January 1982; and

WHEREAS, concern has been expressed by local citizens as well as elected and appointed officials in incorporated and unincorporated jurisdictions relating to certain elements of the plan; and

WHEREAS, periodic meetings between Orange, Riverside, San Bernardino Counties and the Los Angeles District Corps of the Engineers representatives for the purpose of inter-agency coordination have resulted in a supportive coalition of sponsoring agencies;

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of San Bernardino adopt the following authorization language for the Santa Ana River Project:

"The project for flood protection on the Santa Ana River, California, is hereby authorized for construction substantially in accordance with the recommendation of the Chief of Engineers' Report dated 15 January 1982, including reservoir storage in the Upper Santa Ana Basin, except that construction at this time is restricted to the following elements of the project: Improvements at Prado Dam which limit the reservoir taking line to no greater than an elevation of 566 feet; Santa Ana River channel improvements in Orange County; improvements along Santiago Creek; improvements of the Oak Street Drain; improvement of the Mill Creek levees; features for mitigation of project effects and preservation of endangered species, and recreation features identified in the Chief of Engineers' Report for these project elements. Flood protective measures other than those citied above will be undertaken only after issues relating to the Reservoir storage in the Upper Santa Ana Basin have been addressed by the Corps of Engineers and agreed to by resolutions of the local sponsoring agencies."

PASSED AND ADOPTED by the Board of Supervisors of the County of San Bernardino, State of California, by the following vote:

AYES: SUPERVISORS: Joyner, McKenna, Hammock, McElwain
NOES: SUPERVISORS: None
ABSENT: SUPERVISORS: Townsend

PROJECT CONSTRUCTION FUNDS

CUCAMONGA CREEK, SAN BERNARDINO COUNTY

PROJECT AUTHORIZED	Public Law 90-483, 90th Congress, 2nd Session, Approved August 13, 1968
TOTAL CONSTRUCTION FUNDS REQUIRED: (1)	$121,300,000 (1)
PRIOR FEDERAL CONSTRUCTION FUNDS	$ 92,097,000

STATE OF CALIFORNIA WATER COMMISSION RECOMMENDATIONS Fiscal Year 1983-84:	$ 2,900,000
PRESIDENT'S BUDGET	$ 2,900,000
REQUIRED ACTION:	Approval by Appropriations Committees and Congress of $2,900,000 in Fiscal Year 1983-84 budget for construction of this urgently needed project for the protection of life and property in the cities of Upland, Ontario and Rancho Cucamonga.

(1) Includes $23,800,000 non-federal construction costs.

SURVEY FUNDS
SANTA ANA RIVER BASIN AND ORANGE COUNTY REVIEW REPORT
SAN BERNARDINO, RIVERSIDE AND ORANGE COUNTIES, CALIFORNIA

SURVEY AUTHORIZED:	Review Report Authorized by Resolution of the House of Representatives Committee on Public Works, adopted May 8, 1964.
TOTAL SURVEY FUNDS REQUIRED	$ 8,300,000 (1)
PRIOR SURVEY FUNDS APPROVED	$ 6,567,000 (2)
STATE OF CALIFORNIA WATER COMMISSION RECOMMENDATIONS Fiscal Year 1983-84	$ 322,000 (3)
PRESIDENT'S BUDGET Fiscal Year 1983-84	$ 122,000
REQUIRED ACTION:	Approval of $322,000 by Appropriations Committees and Congress for continuing survey in Fiscal Year 1983-84

(1) San Bernardino County Survey portions include Mentone Dam, San Timoteo Creek and tributaries (San Timoteo Creek-Loma Linda, Redlands Zanja, Wilson and Wildwood Creeks), Warm Creek and tributaries, San Sevaine Creek and tributaries and Rialto Channel.

(2) Includes $425,000 previously allotted to Bureau of Reclamation. (Department of Water and Power Resources.)

(3) a. $122,000 Lake Elsinore Interim Report.
b. $200,000 For Zanja Creek Study.

PHASE I
PLANNING AND ENGINEERING
SANTA ANA RIVER MAIN STEM FLOOD CONTROL PROJECT

PROJECT AUTHORIZED:	Public Law 94-587, Section 109, 94th Congress, 2nd Session, Approved on October 22, 1976.
TOTAL PLANNING AND ENGINEERING FUNDS REQUIRED:	$ 18,600,000
PRIOR PLANNING AND ENGINEERING FUNDS:	$ 3,315,000
STATE OF CALIFORNIA WATER COMMISSION RECOMMENDATIONS Fiscal Year 1983-84	$ 2,300,000
PRESIDENT'S BUDGET Fiscal Year 1983-84	$ 2,300,000
REQUIRED ACTION:	Approval by Appropriations Committees and Congress of $2,300,000 to continue Phase I Planning and Engineering. By Resolution March 1, 1982, the Board of Supervisors of San Bernardino County stated continued support for the need of flood control on the Santa Ana River subject to the availability of funds for cost sharing by the local entities.

MOJAVE RIVER DAM
SECTION 216 STUDY
REVIEW OF COMPLETED PROJECT

TOTAL PLANNING AND ENGINEERING	$ 490,000
PRIOR PLANNING AND ENGINEERING	$ 0
STATE OF CALIFORNIA WATER COMMISSION RECOMMENDATIONS Fiscal Year 1983-84	$ 200,000
PRESIDENT'S BUDGET Fiscal Year 1983-84	$ 200,000
REQUIRED ACTION:	Approval of $200,000 by Approriations Committees and Congress to initiate Reconnaissance Study.

SANTA ANA RIVER FLOOD CONTROL PROJECT

STATEMENT OF TIMOTHY JOHNSON, COUNCILMAN, REDLANDS, CALIF.

Mr. DODSON. Next, Mr. Chairman, is Councilman Timothy Johnson from the city of Redlands.

Mr. JOHNSON. Yes, Mr. Chairman, I will just add to what Mr. Ingram said. The city of Redlands is asking for $200,000 for the conclusion of the study for the main flood dams to the heart of the district. This year we are completing the main theatre channel at a cost of $2 million, which we are paying for entirely ourselves.

[The statement follows:]

STATEMENT OF TIMOTHY JOHNSON, COUNCILMAN, REDLANDS, CALIF.

SUMMARY

The planning funds will make possible the early development of a project to abate the continuing flood damage and threat caused by the Mission Zanja Creek in the city of Redlands, Calif. The Mission Zanja Creek conducts floodwaters originating outside the city through the central core area. The damage and continuing threat have resulted in a large blighted area and suppressed revitalization. The city of Redlands has made a commitment to the Los Angeles district, Corps of Engineers, to fund up to two-thirds of a project to abate this serious problem. Your approval of the planning funds is an essential first step in helping Redlands solve this most serious problem.

The Mission Zanja Creek is a 164-year-old stream that has provided important agricultural irrigation water in the past and is now the principal storm drainage facility through the city of Redlands. In 1819, the Franciscan fathers engineered a ditch to carry water diverted from Mill Creek to historic mission lands in west Redlands. In that year and the following year, the fathers utilized Indians to dig the Zanja (an Indian word meaning ditch) following the lowest ground and natural water drainage courses. Portions of the Zanja have remained in substantially the original condition and configuration while the city of Redlands has developed around it, to today's community supporting a population of some 47,000.

There is agreement among flood control engineers and officials, including the Corps of Engineers, that the Zanja, with its very limited water-carrying capacity, is entirely inadequate as a flood control device in the city of Redlands. Conditions in the mountains and in the present flood control system throughout the city and in unincorporated areas to the east have resulted in massive flooding in Redlands, resulting in extensive property damage over the years.

The flooding is a serious threat to the downtown business district, residential, and commercial areas. The U.S. Army Corps of Engineers reports indicate that a standard project flood would cause the entire core area to be inundated to a depth of 8 feet. This water moving at high velocity would cause tremendous damage and deposit huge amounts of debris over the area.

As the city of Redlands has developed over the years, the residential zones have expanded onto the higher ground not subject to flooding. This has left the entire commercial area and a large area of older homes occupied by low-income, predominately owners, in the flood zone. Existing businesses and homeowners least able to withstand the hardship of flooding are the most exposed.

Redlands is one of the older cities of California, incorporated in 1888. It is a beautiful city with many historic commercial and residential structures. It has always been a proud city intent on solving its problems with local resources. Redlands has historically been a cultural center with beautiful parks and entertainment facilities, again, all provided from local resources. As a result, it is a city most desirable as a place to live and raise a family. Its growth has reflected this residential preference.

Growth in Redlands has proceeded under carefully controlled conditions to preserve the environment and protect the quality of life of present and future residents. As previously mentioned, the core area where the serious flooding has persisted over the years contains all but a small part of the commercial zone. The ratio of residential to commercial development has been most unsatisfactory, particularly in view of the recent passage of the property tax limitation initiative in California. City revenues and subventions from the State of California are falling far short of that necessary to maintain critical city services. The property tax revenues in the city of Redlands are now less than the budget for police services. An intolerable situation has developed making it necessary to correct the flood problem in the core area so normal commercial revitalization and development can proceed to balance growth and revenue expenditure to support critical city services.

Failure of commercial revitalization and growth due to flood threat and damage have created the need for excess travel by the residents of the city. Roads and freeways of the Los Angeles basin are severely crowded and contribute to air quality degradation, considered one of the most serious in the Nation. Redlands must become a balanced community to preserve an acceptable quality of life for its present and future generations.

The city of Redlands has accepted the challenge to resolve the flood threat using maximum local resources. During 1983 work will be initiated to correct flooding from Reservoir Canyon, a tributary of the Mission Zanja Creek. This project, now estimated at $1.7 million, will be totally funded by the city of Redlands with local funds. A city of Redlands ordinance was passed in November 1978 levying a drainage fee on all new development in the city. Funds generated under the ordinance will assure that new development provides the resource to control its contribution to flooding.

The cost of providing facilities to handle the floodwaters from outside the city creates a virtually intolerable burden on the citizens of Redlands. In spite of this, a commitment has been made to the Los Angeles district Army Corps of Engineers to fund up to two-thirds of a project now estimated at $12 million to control the Mission Zanja Creek flooding through the core area. Meeting this commitment in addition to the cost of the Reservoir Canyon flood project will consume available funds and place a burden on repayment on the city for many years in the future. This dedication by the citizens of the community deserves proper consideration and approval of planning funds for the development of a flood control project and subsequent approval and funding of a share of that project. We urgently request your favorable consideration of the inclusion of the $200,000 planning funds as part of the Santa Ana River basin and Orange County final report.

Santa Ana River Flood Control Project

STATEMENT OF LOUIS FLETCHER, GENERAL MANAGER AND CHIEF ENGINEER, SAN BERNARDINO VALLEY MUNICIPAL WATER DISTRICT

Mr. Dodson. Mr. Louis Fletcher, general manager, San Bernardino Valley Municipal Water District.

Mr. Fletcher. Thank you, Senator Burdick, for the chance to appear before your subcommittee.

Last year, I had the dubious distinction of requesting that you not support the appropriation of $500 million for the construction of the Mentone Dam which is the dry dam over the San Andreas Fault in the upper San Jacinto River basin. In the last year we have, very fortunately, found common grounds with three counties and the Corps of Engineers to support studies of an alternative series of smaller dams in the San Bernardino Mountains which would contain an element of water conservation and hydroelectric generation that were not available to us if we had gone ahead with the giant Mentone Dam.

Our testimony consists of a report by Metcalf and Eddy of Boston, an overview of the Corps of Engineers' study of the river plan in our area which we have submitted as our testimony and for your review.

We particularly would appreciate the committee's looking at the reports, specifically, figure 4 on page 14, which addresses some of the predicted flood flows on the river and ask for your input and comments and cooperation with us in determining the impacts of the project in our area.

Thank you very much.

[CLERK'S NOTE: The report referred to can be found in the committee files.]

COTTONWOOD CREEK PROJECT

STATEMENT OF JUDI JOHNSON, SUPERVISOR, TEHAMA COUNTY, CALIF.

Mr. DODSON. We now have 22 minutes left. We have about 20 witnesses. Next is Judi Johnson, supervisor of Tehama County.

Ms. JOHNSON. Thank you, Senator. It is nice to be here today. Tehama County is a small, poor, rural county. We have been hit very hard by the weather this year. We would certainly appreciate continuing support for the Cottonwood Creek project.

If you would give us a little help on the Sacremento River, we would be grateful. Thank you.

[The statement follows:]

STATEMENT OF JUDI JOHNSON, SUPERVISOR, TEHAMA COUNTY, CALIF.

I'm Judi Johnson, supervisor from Tehama County, Calif., and president of Superior Cal Water Association, a six-county water group.

I appreciate the opportunity to appear before you today. This has been an exceedingly rough winter in northern California weatherwise. The rain has scarcely stopped and weather conditions continue to plague us in the area of bank protection on the Sacramento River as well as our continuing problems with Cottonwood Creek.

As you are aware, Chico Landing to Red Bluff is a 23-mile area lined with farmlands. We have been exceedingly proud of our ability in northern California to have a big place in the market basket of America. Row crops, orchards, and grain land run continuously along this stretch of the Sacramento River. The Sacramento River serves as the chief conveyance, or canal if you will, for water being transported from the Federal installations of Shasta and Keswick Dams to the delta lands and valleys of central and southern California. The lack of bank protection has also resulted in the carrying of much of our class 1 (that is exceedingly high-grade, very valuable farmland) along with the water.

We have returned this year to ask your assistance in obtaining funds for riprap work along this stretch of the river, for without it, others will come to ask for money for dredging and we will all have suffered losses.

The jobs bill recently signed by the President allocates $2 million for immediate work on two critical sites. There are many more which are also critical and must be addressed. For the first time in years, the State of California indicates a willingness to support this request as well.

I also today would ask for your continued support of the Cottonwood Creek project. Today it is becoming more imperative to have this project started. On March 1, 1983, there was a flow of record of 83 cfs in the creek. Floods downstream on that and the following days indicate the absolute necessity for the startup date to be accelerated on this project.

Unemployment in Tehama County currently stands in excess of 20 percent. This project may well be critical to the economic recovery of our area. The Corps of Engineers indicates at least 450 local jobs will be provided by this project startup.

Your support for northern California is, as always, greatly appreciated, and Congressman Fazio who was gracious enough to call on us at the height of one of our floods (note, I said "one of our floods") will, I believe, lend support to our request for assistance. Thank you.

SACRAMENTO RIVER BANK PROTECTION AND STABILIZATION

STATEMENT OF GEORGE BASYE, ATTORNEY FOR CALIFORNIA CENTRAL VALLEY FLOOD CONTROL ASSOCIATION

Mr. DODSON. Next is George Basye, California Central Valley Flood Control Association.

Mr. BASYE. Mr. Chairman, our association is composed of 70 recreation and levee districts that maintain levees along the Sacramento River. The extreme high water over the last two flood seasons has shown the importance for the two erosion control programs on the Sacramento River, and we are asking support for the additional $4.3 million in the Sacramento River bank protection project and the $3.5 million for the Chico Landing to Red Bluff project.

If that erosion is allowed to continue unchecked, the Federal project levees of the Sacramento River project could be in danger. It is extremely important that those projects be funded.

We would like to also underscore the need for continuing work on the Cottonwood Creek project which would have tremendous substantial flood damages which have occurred on the Sacramento River this year and to underscore the need for the Auburn Dam on the American River.

The American River poses a very serious threat to the city of Sacramento, and we hope to see that pushed ahead as soon as possible.

Thank you, Mr. Chairman.

[The statement follows:]

STATEMENT OF GEORGE BASYE, ATTORNEY FOR THE CALIFORNIA CENTRAL VALLEYS FLOOD CONTROL ASSOCIATION

I am George Basye, Attorney for the California Central Valleys Flood Control Association. The Association represents over 60 reclamation, flood control, and levee maintenance districts, and county water agencies in the Sacramento Valley and Sacramento-San Joaquin Delta in California. The Association supports the following California Water Commission's fiscal year 1983-84 requests for Federal flood control appropriations for six projects within our area.

1.	Sacramento River Bank Protection Project	$4,300,000
2.	Sacramento River, Chico Landing to Red Bluff Project	3,500,000
3.	Sacramento River and tributaries, Bank Protection and Erosion Control Investigation	139,000
4.	Cottonwood Creek Project	4,000,000
5.	Auburn Dam and Reservoir	2,250,000
6.	Shasta Dam Enlargement Study	1,850,000

The Sacramento River drains 26,300 square miles in the northern Central Valley of California. It has an annual runoff of about 18 million acre-feet but in wet years, like last year and this year, the annual runoff can be as much as 30 million acre-feet. In addition to furnishing water to adjacent landowners, the Sacramento River serves as a conveyance facility to transfer water from upstream reservoirs to the Sacramento-San Joaquin Delta area for further distribution as part of the Federal Central Valley Project and the California State Water Project. The river provides irrigation and municipal and industrial water supplies, supports waterbound commerce, aids in maintaining the salinity gradient in the Sacramento-San Joaquin Delta estuary, and is used extensively for recreation and fish and wildlife purposes.

The Sacramento River Flood Control Project, authorized by Congress in 1917, was constructed to control widespread and frequent flooding of communities and agricultural lands in the Sacramento River Basin. Approximately 980 miles of levees were constructed or improved to provide protection to communities and to 800,000 acres of highly productive agricultural lands. The population of the protected area is over one million.

Sacramento River Bank Protection Project

Maintenance of the levee system for the Sacramento River Flood Control Project was transferred to local interests after Federal construction. Maintenance was generally limited to keeping levees cleared of wild growth, protecting them against rodent damage, and repairing surface erosion. Due to major capital outlays required and the local interests' inability to finance such activities, bank protection in areas where new erosion developed after the levees had been transferred to them for maintenance was not considered as normal maintenance. Therefore, the Sacramento River Bank Protection was authorized by Congress in 1960 to provide protection for the existing levee system of the Sacramento River Flood Control Project. It will reduce the cost of emergency repairs and downstream dredging, and reduce land losses caused by erosion. The work is to be done on a staged basis at selected hazardous erosion sites. Of the 835,000 lineal feet of authorized bank protection work, about 400,000 lineal feet remain to be done. Of great concern is the matter of severe bank erosion in the upper portion of the project. In this area the Sacramento River is attempting to establish a new channel and destroy the integrity of the existing project.

Two successive years of extremely high flow in the Sacramento River have accelerated the levee erosion problems and the need for bank protection work. The Association urges an appropriation of $4,300,000 for bank protection work during FY 1983-84.

Sacramento River, Chico Landing to Red Bluff Project

This project was authorized in 1958 and 1976. The project comprises an extension of the existing Sacramento River Flood Control Project by the construction of bank protection and minor channel improvements along Sacramento River between Chico Landing and Red Bluff, California. The improvements will help stabilize the main river channel, alleviate the existing bank erosion problem and reduce downstream maintenance dredging. An appropriation of $3,500,000 is requested for work at critical erosion sites during FY 1983-84.

Sacramento River and Tributaries, Bank Protection and Erosion Control Investigation

An investigation of erosion problems along some 312 miles of the Sacramento River from Collinsville to Shasta Dam, and along the lower reaches of the principal tributary streams was authorized in 1970 and initiated in 1976. The study considers protective measures to stabilize stream channels, reduce bank erosion and preserve riparian vegetation. The Association requests an appropriation of $139,000 for FY 1983-84 to complete the study.

Cottonwood Creek Project, California

The Cottonwood Creek Project was authorized in 1970 and will consist of two multipurpose water storage facilities on Cottonwood Creek west of the town of Cottonwood, California. The project was authorized for flood control, municipal and industrial water supply, irrigation, general recreation and the enhancement of the anadromous fishery.

The dam will provide flood protection to lands along Cottonwood Creek and the Sacramento River and will reduce damages in the Butte and Colusa Basins. If the project had been completed and in operation during the flood of January 1970, it would have prevented an estimated $2.5 million in flood damages. The flood damages that the project could have prevented during the 1982-83 floods could be as great as $100 million.

The Association requests an appropriation of $4,000,000 for advanced engineering and design on the project for FY 1983-84.

Auburn Dam and Reservoir

The Auburn Dam and Reservoir unit of the Central Valley Project would protect the Sacramento metropolitan and surrounding areas from potential flooding. The American River below the Auburn damsite flows through a leveed floodway between highly developed urban areas on both sides of the river. Almost the entire developed area lies below the level of the flood plains of the American and Sacramento Rivers and any material exceedance of the river channel capacity in this area could result in flooding an area with a present population of about 143,000. Studies of potential losses that could occur in the event of a major American River flood indicate that developments presently valued in excess of $6 billion could be damaged.

The Association supports the request for an appropriation of $2,250,000 for FY 1983-84 for continued work on this project.

Shasta Dam Enlargement Investigation

The Shasta Dam Enlargement Investigation is an ongoing joint study of the United States Bureau of Reclamation and the California Department of Water Resources. The primary objective of the study is to determine the feasibility of enlarging Shasta Lake, located in Northern California, as a means of providing additional flood control along the Sacramento River and in the Sacramento-San Joaquin Delta. The project would also be a means of increasing water supplies for the Central Valley Project and the State Water Project, increasing hydroelectric power generation, and improving fishery and recreation conditions. If the project had been completed and in operation during the 1982-83 flood season, it could have prevented hundreds of millions of dollars in flood damages due to agricultural damages, and damages to public facilities, such as roads and bridges, levee repair and flood fighting costs.

The Association requests that $1,850,000 be appropriated to fund the Federal portion of the study during FY 1983-84.

STATEMENT OF EDITH GOODWIN, REPRESENTING THE SACRAMENTO VALLEY LANDOWNERS ASSOCIATION

Mr. DODSON. The next speaker is Edith Goodwin, representing the Sacramento Valley Landowners Association.

Ms. GOODWIN. We would also like to support the need for the $4.3 million for the Sacremento bank protection and $3.5 million for the Chico Landing to Red Bluff project.

Much of the land that is forced down along these streams ends up in the ports and has to be dredged out. That money spent for the dredging would be well applied to the bank protection.

We also support the Cottonwood Creek project which would help to prevent much of the inundation and the flood waters that were headed south to the Sacramento River.

Thank you, Mr. Chairman, for letting us testify.

[The statement follows:]

STATEMENT OF EDITH GOODWIN, VICE PRESIDENT, SACRAMENTO VALLEY LANDOWNERS ASSOCIATION

The Sacramento Valley Landowners Association (SVLA) is an organization composed of property owners along the Sacramento River, which broke all records this spring for the amount of devastation it has caused. In fact, the sustained high water continues even today to overtop the river banks and has been doing so now for well over 2 months. The water is so high that it is impossible to judge the amount of riparian damage, land erosion, crop and structure loss that will result. We are appearing before you today to ask your support for the increased funding of two projects that are greatly needed by the Sacramento Valley of California.

Chico Landing to Red Bluff project.—With new support for this project last year by the State of California, work was accomplished for the first time since the late 1970's. Landowners in this area continue to agree to donate the lands, easements, and rights-of-way at little or no cost to the State of California. We are pleased to report to you that all agencies of our State government (water commission, reclamation board, department of water resources, and the resources agency) are supportive of this project and our funding request of $3.5 million. That amount will allow this neglected area of extreme erosion to be stabilized in a systematic pattern. This comprehensive plan, approved last month by the California Reclamation Board, will move this project away from its historic band-aid approach, which has never worked well. The jobs bill approved by Congress and signed by the President last month contained funds ($2 million) for this project.

Sacramento River bank protection project.—Equally important to the Sacramento River's lower reaches is the Sac bank project which is that portion of the river immediately downstream from Chico Landing and continuing all the way to Collinsville in the San Joaquin delta area. Much of this project involves a series of levees and bypasses, many of which are being damaged and/or threatened by the present flooding conditions. We request that Congress appropriate $4.3 million for this project in fiscal year 1984. The major portion of these funds are being earmarked for a very important bank protection and controlled overflow system in the Butte basin area. State, Federal, and local interests appear to have resolved previous project hangups over mitigation so the Sac bank project can move ahead with all deliberate speed.

We would also like to take this opportunity to express our support for the Cottonwood Creek Dam project for continued Federal and State funding of the enlarged Shasta investigation and for your help in dealing with the problems associated with the inevitable loss of hundreds of acres of trees and other Sacramento Valley crops as a result of seepage, which will certainly adversely impact the farmers of our area.

DRY CREEK (WARM SPRING) LAKE, CALIF.

STATEMENT OF ROBERT BEACH, GENERAL MANAGER, SONOMA COUNTY WATER AGENCY

Mr. DODSON. Next is Bob Beach.

Mr. BEACH. With us today are Nick Esposti and Chairman Ernie Carpenter of the Sonoma County Board of Supervisors. My comments are directed to the $12 million included in the President's proposed budget for the Dry Creek, Warm Springs Dam project in Sonoma County.

Two months ago, the Corps of Engineers settled a contract dispute with the dam and maintenance contractor which resulted in an unexpected expenditure of $1.5 million for financial adjustments.

We request that the budget request for this project be augmented by $1.5 million to permit the Corps to carry out its fiscal year 1984 construction program as planned.

We appreciate the two decades of support this project has received from this subcommittee and look forward to the closing of the outlet gates next year.

Thank you.

[The statement follows:]

STATEMENT OF ROBERT F. BEACH, GENERAL MANAGER, SONOMA COUNTY (CALIF.) WATER AGENCY

Mr. Chairman and members of the subcommittee, I am Robert F. Beach, general manager of the Sonoma County Water Agency of California. With me today are fourth district supervisor Nick Esposti and fifth district supervisor and chairman of the Sonoma County Board of Supervisors, Ernie Carpenter. My comments today are directed to the $12 million included in President Reagan's proposed budget for the Warm Springs Dam-Lake Sonoma project in Sonoma County, Calif.

On May 28, 1978, the U.S. Army Corps of Engineers awarded to Auburn Constructors, a joint venture, a contract for the construction of the Warm Springs Dam embankment and appurtenant facilities in Sonoma County, Calif. On May 7, 1981, Auburn Constructors filed with the Corps of Engineers a request for an equitable adjustment under the general provisions of the contract for an alleged differing site condition in one of the borrow areas, which was denied by the Corps of Engineers in a final decision of the contracting officer dated December 23, 1981. On January 6, 1982, Auburn Constructors appealed the denial to the Corps of Engineers Board of Contract Appeals.

After further extensive analysis and evaluation, the Corps of Engineers determined that Auburn Constructors did encounter a differing site condition in the borrow area and was, therefore, entitled to an equitable adjustment pursuant to the provisions of the contract. On February 14, 1983, the Corps of Engineers entered into a memorandum of agreement with Auburn Constructors providing for the settlement of the dispute. The agreement provides for the payment to Auburn Constructors the sum of $8,550,000 by the Corps of Engineers and for the withdrawal of the appeal by Auburn Constructors with prejudice.

The $12 million included in the President's proposed budget did not include a provision for the settlement of the appeal. The settlement effectively reduces the funds available for the completion of this important project by $8.55 million. Auburn Constructors have completed construction of the dam embankment and appurtenant facilities; however, filling of the reservoir is delayed pending completion of road relocations and other facilities which require the reservoir to be dewatered.

Continuing delays in filling the reservoir delay the realization of the benefits of flood control, water supply, and recreation originally envisioned for this project. They also delay the commencement of repayment of the local share of the project costs to the Government which represents an additional avoidable economic cost.

The Warm Springs Dam-Lake Sonoma project is essential to meet the municipal and industrial water supply needs of Mendocino, Sonoma, and Marin Counties. We appreciate the support this project has received from this subcommittee over the years and look forward with great anticipation to the closing of the outlet gates. To that end we request that the funds appropriated for this project be augmented to provide for the settlement of the appeal without reducing the Corps of Engineers planned construction expenditures for fiscal year 1984.

STATEMENT OF FLOYD MARSH, SUPERVISOR, COLUSA COUNTY, CALIF., REPRESENTING THE CALIFORNIA RECLAMATION BOARD

Mr. DODSON. Good. Our next speaker is Floyd Marsh who is supervisor in Colusa County and also a member of the California Reclamation Board.

Mr. MARSH. Mr. Chairman and Senator, our counties in northern California are very similar to the fine counties that have the fine soils of the Dakota area, and with water. Why, we can, maybe, match some of your high productivity.

We wish to thank the committee for your splendid cooperation and for your help through many years.

Our project is about three-quarters through, and we appreciate the consideration of the testimony that we have submitted.

Also, on behalf and in the interests of time, we encourage you to strongly consider the various projects the reclamation board has submitted to you, and we thank you very much for your courtesy in hearing all of us from California today.

Thank you, sir.

AUBURN DAM AND NEW MELONES DAM, CALIF.

STATEMENT OF GEORGE BARBER, SUPERVISOR, SAN JOAQUIN COUNTY, CALIF.

Mr. BARBER. Mr. Chairman, it is a pleasure to be with you today on behalf of San Joaquin County. I am accompanied by the chairman of the board, Jose Alva, and County Administrator Dave Rowlands. I would like to support a variety of the projects that are of great value to our area.

I will mention just the names, indicating that our statement will be filed with the detailed support. But I will go over those just briefly.

I would like to be in support of the Auburn Dam; the New Melones Dam, Stockton ship channel, New Melones project studies, Folsom-South Canal in the delta, and Shasta Dam enlargement.

I would add that I have been here for something like 8 years to testify before your committee, and I would like you to know that we have made considerable progress.

Thank you very much.

Senator BURDICK. Thank you. I have been here a few years, too. [Laughter.]

Mr. BARBER. More than I have.

Senator BURDICK. Is this part of the Auburn-Folsom project?

Mr. BARBER. Yes, it is. It is part of the Auburn-Folsom unit that Congressman Shumway addressed earlier in terms of the reauthorization.

[The statement follows:]

STATEMENT OF GEORGE L. BARBER, VICE CHAIRMAN, SAN JOAQUIN COUNTY (CALIF.) BOARD OF SUPERVISORS

My name is George L. Barber. I am Vice-Chairman of the Board of Supervisors of the County of San Joaquin, California. A resolution of the Board authorizing this presentation is attached.

In summary, the County of San Joaquin requests that the following appropriations be made to the Corps of Engineers and the Bureau of Reclamation for the fiscal year between October 1, 1983, and September 30, 1984, for projects of concern to the County:

Corps of Engineers - Construction

New Melones Project	$ 7,300,000
Stockton Ship Channel	$13,200,000

Corps of Engineers - Surveys

San Joaquin River Basin	$ 1,025,000
Littlejohn Creek	$ 400,000
Cosumnes River	$ 325,000

Bureau of Reclamation - Construction

Auburn Dam	$ 2,250,000
Folsom South Canal	$ 100,000

Bureau of Reclamation - Investigations

Delta Support Studies	$ 768,000
New Melones Studies	$ 150,000
Shasta Enlargement	$ 1,600,000

DETAILED COMMENTS

Corps of Engineers - Construction

New Melones Project............................$7,300,000

The New Melones Dam, Reservoir and Power Plant are complete for operational purposes. On March 8, State permits were modified to permit full operation for all of the purposes served by the Project. In both the last water year and in the current water year, the Project has provided flood control, fishery, water quality and some power benefits and with the March 8 approvals by the State these and irrigation benefits are assured for the future. The current winter is one of the wettest ones on record and the reservoir is now standing ready to provide flood protection against runoff that otherwise would create extensive damage.

The President's budget provides $7,300,000 to complete land acquisition and clearing in the reservoir area, to advance construction of recreation facilities in the Glory Hole and Tuttletown areas, to construct the minimal administrative facilities, and to provide for lower river spawning areas and recreational amenities. These actions all are needed in order to permit the Project to serve its authorized purposes and to maximize its benefits.

Stockton Ship Channel..........................$13,200,000

Until the San Francisco Bay-Stockton Channel Project is completed an increasing percentage of deep draft ocean vessels will be unable to reach Upper Bay and Stockton ports, or, alternatively, must load lightly which increases shipping costs greatly and reduces the efficient operation of the ports. All pre-construction work on the channel is now completed and the Board of Supervisors urges that construction of the channel proceed as rapidly as possible.

Corps of Engineers - Surveys

San Joaquin River Basin	$1,025,000
Littlejohn Creek	400,000
Cosumnes River	325,000

San Joaquin County supports the recommendation of the California Water Commission that $1,025,000 be appropriated for the San Joaquin River Basin Survey. The County is particularly interested in the portions of the survey which deal with Littlejohn Stream Group and the Cosumnes River. Littlejohn Creek and related streams repeatedly are sources of flood damage in the southeastern County and our Board looks forward keenly to the development of plans for alleviating these conditions.

On the Cosumnes River, a 4-County Joint Power Agency known as the Cosumnes River Water and Power Authority has been formed by the Counties of San Joaquin, Sacramento, Amador, and El Dorado. The Joint Power Agency has retained engineers and has begun a comprehensive water-power-flood control-recreation study of Cosumnes River. Concurrent with the engineering studies being carried out by the Authority, it is essential that the Corps have funds with which to review the flood control potentials of any project that may be developed by the Authority.

Bureau of Reclamation - Construction

Auburn Dam	$2,250,000

The President's budget contains $2,250,000 for work in the Auburn Dam area in fiscal year 1983-84. Currently the Bureau of Reclamation is conducting discussions with various non-Federal agencies relating to partnership participation in the Auburn Project. Preliminary reports by the Bureau indicate the authorized Project is economically justified when its physical facilities are modified in accordance with revised designs. Also, during the fiscal year, the Bureau will need to carry on discussions with the United States Forest Service, the State Department of Parks and Recreation and others. The water supplies which can be made available by Auburn Dam and Reservoir are essential to resolution of the minimum flow problems on the Lower American River and to the provision of water for use in the Folsom South Canal service area.

Folsom South Canal	$ 100,000

The most important of the Auburn-related programs is Folsom South Canal, which now ends about 10 miles north of the San Joaquin County line. Currently San Joaquin County, through its Flood Control and Water Conservation District, is heading up a comprehensive groundwater management study of the portion of the County that would be served with water from the Canal. This study, utilizing some $400,000 in locally contributed funds, will enable the several districts within the area to plan on conjunctive use of groundwater in sustaining the presently developed agricultural area which is primarily in pasture, vineyard, row, and orchard crops.

The County believes that the Bureau should now be making studies parallel to those on Auburn Dam looking toward eventual extension of the Canal into the County to deliver supplemental water. Upon completion of the Environmental Impact Statement service area studies will be required in support of contracts for the supplemental water.

Bureau of Reclamation - Investigations

New Melones Studies............................$ 150,000

The Bureau is in final stages of negotiating contracts with four local agencies for the use of New Melones irrigation and municipal water supplies. These contracts involve some 88 percent of the total long-term yield of the Project and nearly 70 percent of the immediate yield. There will be need for the Bureau to continue service area studies with additional contracting parties to make use of the remaining long-term and interim water supplies. The President's budget contains $150,000 for these purposes and the County of San Joaquin supports that request.

Shasta Enlargement Studies.....................$1,600,000

Bureau of Reclamation and the Department of Water Resources have been conducting jointly a cooperative investigation of the feasibility of enlarging Shasta Reserovir to provide additional water supply and other benefits. The State, under the cooperative agreement, is paying 50 percent of the cost of the investigation. The study itself is a long term, 7-year study whose ultimate outcome may be vital to the future needs of the Central Valley of California and its adjacent areas. The California Water Commission urges that $1,600,000 be appropriated for the Federal portion of this study in fiscal year 1983-84 and the County of San Joaquin supports the Commission in this regard.

Delta Support Studies..........................$ 768,000

A wide variety of analyses and studies are required in the Sacramento-San Joaquin Delta in connection with existing and potential problems. Many of these programs involve cooperation with the State of California since both the State Water Project and the Federal Central Valley Project use the Delta as a means of conveying water across the Delta to their export pumping plants.

The State expends large sums in studying the effects of cross-Delta flows on water quality in the Delta and on export waters and in studying the effects of Project operations on fishery resources. The Bureau should have comparable funds with which to discharge its responsibilities toward the Delta.

We understand the President's budget amount of $768,000 is derived partly from operation and maintenance and partly from construction funds. In addition, in the event funds are appropriated for the Shasta Enlargement Study, some portion thereof should be available for use in carrying out Delta Studies.

BEFORE THE BOARD OF SUPERVISORS OF THE SAN JOAQUIN COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT, STATE OF CALIFORNIA

R-83-545

RESOLUTION APPROVING STATEMENTS TO BE SUBMITTED TO SUBCOMMITTEES ON ENERGY AND WATER DEVELOPMENT OF HOUSE OF REPRESENTATIVE AND SENATE APPROPRIATIONS COMMITTEES

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WHEREAS, the Subcommittee on Energy and Water Development of the Committee on Appropriations of the United States House of Representatives and the Subcommittee on Energy and Water Development of the Committee on Appropriations of the United States Senate will each separately hold hearings on April 7, 1983, on the budgets of the U. S. Army Corps of Engineers and the Bureau of Reclamation; and

WHEREAS, numerous projects contained in those budgets are of benefit to San Joaquin County;

NOW, THEREFORE, BE IT RESOLVED that Supervisors Jose L. Alva and George L. Barber are hereby authorized and directed to appear before the aforementioned congressional subcommittees in Washington, D. C., in support of the appropriations for pending flood control, navigation, and water supply projects which will be of benefit to San Joaquin County and to present the attached statements.

PASSED AND ADOPTED this 29th day of March, 1983, by the following vote of the Board of Supervisors, to wit:

AYES: Supervisors Yoshikawa, Wilhoit, Costa, Barber

NOES: None

ABSENT: Supervisor Alva

George L Barber
GEORGE L. BARBER, Vice-Chairman
Board of Supervisors
San Joaquin County Flood Control
and Water Conservation District
State of California

ATTEST: JORETTA J. HAYDE
Clerk of the Board of Supervisors of the San Joaquin County Flood Control and Water Conservation District, State of California

By ____________ (Seal)
Deputy Clerk

STATEMENT OF THE STOCKTON-EAST WATER DISTRICT, CALIFORNIA

SUMMARY

The Stockton-East Water District recommends the following appropriations for Federal Water Projects for Fiscal Year 1983-84:

PROJECT DESCRIPTION	RECOMMENDED ALLOCATION
Auburn Dam and Reservoir	$2,250,000
Folsom South Canal	$ 100,000
New Melones Lake	$7,300,000
New Melones Studies	$ 150,000

The Stockton-East Water District is located in Eastern San Joaquin County, California, and extends from the Sierra Nevada on the east, to the edge of the Sacramento-San Joaquin Delta on the west.

The District encompasses 114,500 acres, of which 70,000 acres is irrigated agricultural land planted in orchard, row and field crops. The total population of the District is nearly 212,000 or approximately 58 percent of the population of San Joaquin County, including the City of Stockton and the communities of French Camp and Linden. The population of the District is expected to reach 320,000 by the year 2020.

The District provides surface water both for agricultural and municipal uses. In addition to the supply of water for agriculture, the District operates a water treatment plant, which was commissioned March, 1977, for the wholesale supply of treated water for the City of Stockton, the County of San Joaquin, and the California Water Service Company; which together, including their own sources of ground water, supply the City of Stockton and surrounding areas. The purpose of the treatment plant is to reduce the overdraft on the ground water by supplying good quality treated surface water to areas previously served only by the ground water basin. This plant supplies approximately 50 percent of the metropolitan water needs, and is being paid for by local revenue bonds.

Presently, the District's only source of surface water is from New Hogan Dam on the Calaveras River. Under contractual arrangements between Stockton-East Water District, Calaveras County Water District, and the United States Bureau of Reclamation (Bureau), almost the entire yield of New Hogan Dam is presently utilized by Stockton-East Water District. However, 43.5 percent of that yield is reserved for Calaveras County Water District when use can be made of water by that District.

Historically, the District's water needs have been partially satisfied by overdrafting the ground water supply. In a 1978 Engineering Report (1) the annual average overdraft was estimated to be about 59,000 acre-feet above the safe ground water yield. While ground water overdraft conditions have improved since the 1976-77 drought period, expected future conditions will not be accurately known until completion of a comprehensive ground water study which is currently underway. As a result of long-term overdraft, the State of California Department of Water Resources has designated the Eastern San Joaquin County Basin as being subject to critical overdraft conditions.(2)

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(1) Bookman-Edmonston Engineering, Inc., Water Action Program, (September, 1978).

In short, the Stockton-East Water District's only source of surface supply will eventually be reduced by about 43 percent while the District's present surface supply is insufficient to curtail the continuing overdraft of groundwater, let alone recharge and restore the groundwater level.

Two Federal Flood Control and Reclamation Programs are of primary concern to the District; namely. New Melones Reservoir and the Auburn Dam and Folsom South Canal. The Stockton-East Water District supports the appropriations recommendations of the California Water Commission for these two projects.

The District also urges that sufficient funds be appropriated, within the guidelines of the new administration, to resolve the current dilemma preventing the construction of the Auburn Dam and Folsom South Canal so that a permanent solution to Eastern San Joaquin County's water needs can be implemented in a timely manner. In the event that this results in the need to reauthorize said project, we encourage the timely enactment of such legislation.

(2) Department of Water Resources Bulletin 118-80, Ground Water Basins in California: A Report to the Legislature in Response to Water Code Section 12924, (January, 1980).

STATEMENT OF ARNOLD RUE, MAYOR, STOCKTON, CALIF.

Mr. Dodson. Next is Mayor Arnold Rue of Stockton.

Mr. Rue. Mr. Chairman, I am Mayor Rue of Stockton. We support the project as shown by our written statement which has been submitted.

This is Councilman Bill Sousa who is with us today as well.

Thank you very much.

[The statement follows:]

STATEMENT OF ARNOLD RUE, MAYOR, STOCKTON, CALIF.

I am Mayor Arnold Rue of the City of Stockton, California authorized by the Stockton City Council to make this statement before your honorable body today.

The City of Stockton supports the Corps of Engineers and Bureau of Reclamation surveys, flood control and reclamation projects in the following amounts:

1.	New Melones Project	$ 7,300,000
2.	Deepening of the Stockton Ship Channel to 35 feet and realigning part of the Channel	$13,200,000
3.	San Joaquin River Basin Survey	$ 1,025,000
4.	The Auburn Dam and Reservoir	$ 2,250,000
5.	Folsom South Canal	$ 100,000
6.	Delta Support Studies	$ 768,000
7.	New Melones Studies	$ 150,000
8.	Shasta Enlargement Studies	$ 1,600,000

FLOOD CONTROL -- CORPS OF ENGINEERS

NEW MELONES PROJECT---------------------------$7,300,000

The President's budget contains and the California Water Commission recommends $7,300,000 which is the amount we support. This money is to complete land acquisition in the reservoir area, to construct recreational and administrative facilities, and to provide for lower river spawning and recreational facilities. These improvements are needed to permit the project to serve its authorized purposes and to maximize its benefits.

SAN FRANCISCO BAY TO STOCKTON SHIP CHANNEL DEEPENING-----------------------------------$13,200,000

The President's budget contains and the California Water Commission recommends $8,000,000 for the San Francisco Bay to Stockton Ship Channel Deepening. City supports the Port's request that $13,200,000 be appropriated in order for the project to be completed in fiscal year 1983-84 to provide anticipated construction savings and an earlier beneficial use of the deeper channel. All preconstruction work in the channel is complete and the Council urges that construction of the channel proceed as rapidly as possible.

SURVEYS -- CORPS OF ENGINEERS

The City of Stockton urges appropriations for the San Joaquin River Basin in the amount of $1,025,000 as recommended by the California Water Commission.

BUREAU OF RECLAMATION

AUBURN DAM AND RESERVOIR--------------------------$2,250,000

The City Council supports the President's budget amount and the California Water Commission's recommendation of $2,250,000 for the Auburn Dam and Reservoir. The water supplies which can be made available by Auburn Dam and Reservoir are essential to resolution of the minimum flow requirements on the Lower American River and to provide sufficient water for the Folsom South Canal service area.

FOLSOM SOUTH CANAL-------------------------------$100,000

The Council supports the California Water Commissions's recommendation for an appropriation of $100,000 for Folsom South Canal. The San Joaquin County Flood Control and Water Conservation District is conducting a comprehensive groundwater management study of the portion of the County that would be served with water from the Canal. This study, utilizing $400,000 of local funds, will enable the several water districts within the area to plan for conjunctive use of groundwater in sustaining the presently-developed agricultural area.

The Council recommends that the Bureau undertake studies parallel to those on Auburn Dam looking toward eventual extension of the Canal, which now ends 10 miles short of the County, into the County to deliver supplemental water.

DELTA SUPPORT STUDIES--------------------------$768,000

The City Council supports the President's budget and the Water Commission's recommendation for this level of studies by the Bureau of Reclamation for Delta studies. A wide variety of analyses and studies are required in the Sacramento-San Joaquin Delta which is the central link in California's water systems.

BUREAU OF RECLAMATION - INVESTIGATIONS

NEW MELONES STUDIES----------------------------$150,000

The Bureau is in final stages of negotiating contracts with local agencies for use of New Melones water supplies. These contracts involve appropriating 88 percent of the total long-term yield. The Bureau should continue service area studies with additional contracting parties to make use of the remaining water supplies. The President's budget contains $150,000 for these purposes and the City supports that request.

SHASTA ENLARGEMENT STUDIES---------------------$1,600,000

Bureau of Reclamation and the Department of Water Resources have been conducting jointly a cooperative investigation of the feasibility of enlarging Shasta Reservoir to provide additional water supply and other benefits. The State, under the cooperative agreement, is paying 50 percent of the cost of the investigation. The study itself is a long term, 7-year study whose ultimate outcome may be vital to the future needs of the Central Valley of California and its adjacent areas. The California Water Commission urges that $1,600,000 be appropriated for the Federal portion of this study in fiscal year 1983-84 and the City of Stockton supports that request.

RESOLUTION OF STOCKTON CITY COUNCIL

WHEREAS, on April 7, 1983, appropriate committees of the Congress of the United States will conduct hearings to consider Federal Appropriations for flood control, reclamation, and navigational projects and surveys for fiscal year 1983-84; and

WHERAS, several projects and surveys to be considered at said Congressional hearings will be of benefit to the City of Stockton and its environs; and

WHEREAS, the expeditious construction of said projects and completion of said surveys is required to protect the health, welfare and safety of the residents of this area; now therefore

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF STOCKTON, AS FOLLOWS:

That the City of Stockton does hereby support the appropriation by the Congress of the United States of funds for fiscal year 1983-84 for the planning, continuation and completion of flood control, reclamation, and navigational projects and surveys; namely NEW MELONES PROJECT, SAN FRANCISCO BAY TO STOCKTON SHIP CHANNEL DEEPENING, SAN JOAQUIN RIVER BASIN SURVEY, THE AUBURN DAM AND RESERVOIR, FOLSOM SOUTH CANAL, DELTA SUPPORT STUDIES, NEW MELONES STUDIES AND SHASTA ENLARGEMENT STUDIES which affect the City of Stockton and its environs; be it

FURTHER RESOLVED, that the representatives of the City of Stockton, Mayor Arnold Rue and Councilman William Sousa are authorized to appear before appropriate committees of the Congress of the United Sates on April 7, 1983 for the purpose of making presentations consistent with this resolution; be it

FURTHER RESOLVED, that the City Manager is hereby authorized and directed to send copies of this resolution to the Honorable Alan Cranston, the Honorable Peter Wilson and the Honorable Norman Shumway.

PASSED, APPROVED and ADOPTED this 21st day of March, 1983.

/S/ ARNOLD I. RUE
ARNOLD I. RUE, Mayor
City of Stockton

ATTEST:

/S/ JOHN M. JARRETT
JOHN M. JARRETT, City Clerk
City of Stockton

AUBURN DAM AND RESERVOIR

STATEMENT OF KIRT BETTS, CONSULTANT, EAST BAY MUNICIPAL UTILITY DISTRICT

Mr. DODSON. Next we have Mr. Kirt Betts, who is a consultant for East Bay Municipal Utility District.

Mr. BETTS. Mr. Chairman, thank you for letting us appear today. We are here to support the Shasta Dam enlargement and the Folsom South Canal and Auburn Dam. There are two critical points we would like to make:

These three projects are central to the utility district, utility supply, and water in Contra Costa and Alameda Counties. There are severe ground water depletions and a defendable yield of the area relating to these projects.

The second thing is to go ahead with the Auburn Dam—and we have initiated discussions with the Bureau of Reclamation to assist in financing the project.

We think this is in line with the goals of the President and with the committee.

Thank you.

[The statement follows:]

STATEMENT OF JEROME B. GILBERT, GENERAL MANAGER, EAST BAY MUNICIPAL UTILITY DISTRICT, CALIFORNIA

Mr. Chairman and members of the committee, the East Bay Municipal Utility District, which supplies water for municipal and industrial uses to 1.1 million people in a 300-square-mile area of Alameda and Contra Costa Counties on the eastern side of San Francisco Bay, supports the California Water Commission's recommendations regarding appropriations for Federal flood control and reclamation programs in California for fiscal years 1983 and 1984.

Specifically, the district urges appropriations for the following projects (reference California Water Commission summary dated Mar. 16, 1983):

No. 47, Auburn Dam and Reservoir	$2,250,000
No. 48, Folsom South Canal	100,000
No. 81, Shasta Dam enlargement	1,850,000

The district has a twofold interest in the completion of the Auburn-Folsom South project: First, as a contractor for project water; and, second, as an indirect beneficiary of water imported to that portion of the Folsom South service area which lies downstream from the district's primary water source reservoirs in the Mokelumne River basin.

Extensive ground water pumping in the vicinity of the lower Mokelumne River is causing substantial seepage loss, much of which must be replaced by releases of water stored by East Bay Municipal Utility District for its own use. As these seepage losses increase, the dependable yield of the district's Mokelumne River project is reduced proportionately. Since the Mokelumne River project supplies more than 90 percent of the district's water, the project yield is of major concern.

For more than 20 years, the expected solution to this problem has been an imported surface supply from the Auburn-Folsom South project. The agricultural interests along the lower Mokelumne River have also looked to this project to meet their long-term water requirements. Currently, the district provides storage, on an interim basis, to these agricultural interests. Without the Auburn-Folsom South project, their water requirements will eventually have to be met from ground water. Since the ground water basin is already classified as critical, increased pumping on that basin can only result in accelerated decline in the ground water table. This consequence could prove disastrous to agriculture and the local communities.

In an effort to insure the timely completion of the Auburn-Folsom South unit of the Central Valley project, the district's directors have expressed willingness to participate in financing construction of the power function of Auburn Dam and extension of the Folsom South Canal (reference East Bay Municipal Utility District board resolution No. 30324, dated Aug. 10, 1982).

The district is currently cooperating with San Joaquin County interests in the implementation of a ground water study which will develop a model of the ground water basin. The study will provide information as to the best use and the best place of use for the imported surface supply from the Folsom South Canal.

Additionally, the district views the Shasta Dam enlargement as being beneficial to the Central Valley project of the Bureau of Reclamation. It will enhance the Bureau's ability to meet its existing contractual obligations as well as providing water for the Sacramento-San Joaquin delta and other beneficial purposes.

For the above reasons, East Bay Municipal Utility District seeks your committee's support for these projects.

STATEMENT OF RICHARD ROGERS ON BEHALF OF VENTURA COUNTY, CALIF., PROPERTY OWNERS

I appreciate the opportunity to appear before you today in support of continued flood control studies of Calleguas Creek.

My wife Beth and I are principals in the Davis Ranch Corporation and the Pacific Green Corporation which farm some 1,700 acres of prime agricultural land on the Oxnard Plain of Ventura County adjacent to the Calleguas Creek channel. We are here today on behalf of the owners of all properties inundated and destroyed by the disastrous floods of February 16, 1980, and March 1, 1983, and who collectively farm some 10,000 acres of land along both sides of the creek. This is extraordinarily fertile land, which produces three crops a year. Produce from these lands is distributed throughout the country. Those properties are owned by many families who are all here today with us in spirit, requesting that your Subcommittee and the full House Appropriations Committee support the appropriation of $760,000 in the FY 1984 budget for completion of the survey, currently underway by the Corps of Engineers, at the earliest possible date. It is our fervent plea that you will endorse this request so that the investigation can be completed as quickly as possible. We also hope that, upon the finding of a favorable benefit-cost ratio and with a favorable recommendation to you by the Chief of Engineers, the project may proceed rapidly through the formal authorization and construction stages. It is also our hope that the project investigation, for which funding is being requested today, can proceed to completion within a period of one to two years.

At this moment we are being protected by a flood control project that was designed during a time when the watershed it drains had a total population of 15,000. That watershed now has a population of over 250,000. The changes in drainage caused by this explosion in population have been of similar magnitude. When the inevitable breakouts occur, our collective properties have all been damaged by erosion, inundation, significant silt and debris deposition, as well as near-complete or total destruction of crops, farm buildings and equipment totaling some $5,000,000 in 1980 with similar damage in 1983. Additionally, some 500 families residing within government quarters at the Pacific Missile Test Center and Point Mugu Naval Air Station adjacent to our property were forced to evacuate their homes in 1980 due to overflow of Calleguas Creek and its principal downstream tributary, Revolon Slough. The loss of the Navy families and the damage to the Point Mugu naval facility totaled some $20 million.

The now constant threat to our property and to that of the U.S. Navy is increasing in magnitude on a daily basis due to the rapid urbanization of the upstream watershed and the limitations on the capacities of the intermediate and downstream channels. The problems we face are made worse by the fact that the channel bottom passing through our properties is now from four to six feet above the level of our adjacent lands. Whenever the channel capacity is exceeded, the damage is especially severe due to the sediment and debris deposits on our fertile land and extreme erosion from the rapidly escaping waters. Floods of large magnitude can also be expected to again inundate significant portions of the Pacific Missile Test Center and the Naval Air Station headquarters and housing areas whenever the capacity of the interim protection construction following the 1980 flood is exceeded. Such would be the case whenever peak flows occur simultaneously with high tides and high off-shore winds.

Our agricultural community cannot continue to face the kinds and magnitude of damage we have faced over the past three years and still survive economically.

We wish to note for the record that there is complete and wholehearted support of property owners and residents of the entire Calleguas Creek Watershed for the provision of appropriations to the Corps of Engineers for completion of the study. There is no opposition to the program and, indeed, a great deal of interest in the program from all segments of our local community. Furthermore, our local sponsor for the project, the Ventura County Flood Control District, appears before you today with assurance of our complete support. They commit to you that all of the necessary elements of local cooperation for a federally-authorized Corps of Engineers flood control construction program will be provided with significant local public backing. The Ventura County Board of Supervisors has gone on record unanimously offering that required cooperation.

Additionally, the local property owners have taken steps to develop, in concert with local officials, a program to assure that local cost-sharing funds will be available when and as needed to support the authorized project. These funds will supplement the support we anticipate will be available from the State of California for the acquisition of lands, easements and rights-of-way and for the relocation or reconstruction of roads, bridges and other utilities.

Attached for your inspection are Exhibits 1 - 6, photographs of representative property damage to our lands, improvements and equipment, during the recent floods of 1980 and 1983.

The large scale photos on the easel show close-ups of the breaks in the Calleguas Creek levees in 1980 and 1983.

Both breaks in the 1983 flood are shown as are the flooded Broome, Miller, Vujovich, and Davis lands on both sides of the channel. The single break on the Davis lands during the 1980 flood is also shown.

We are hopeful that solutions to our problem will be found through the appropriate authorities available to the Corps of Engineers, and, of course, congressional approval of the request now before your Subcommittee. We are also confident of overwhelming public support for the local sponsors in their efforts to provide local cost-sharing funds and other required commitments.

In conclusion, we urge that your Subcommittee endorse the appropriation of $760,000 to the Corps of Engineers in the FY 1984 budget to complete its current investigation of Calleguas Creek and its tributaries, with the understanding that the investigation will be completed at the earliest possible date, regardless of fiscal year.

Thank you for your courtesy today.

NEW MELONES DAM, CALIF.

STATEMENT OF MARSHALL JONES, WATER CONSULTANT, STANISLAUS COUNTY, CALIF.

Mr. DODSON. Next is Marshall Jones, a consulting engineer for Stanislaus County.

Mr. JONES. Mr. Chairman, I am Marshall E. Jones, water consultant in the Stanislaus County supervisors. With me today is Mr. Sal Cannella, a member of the board.

The statement submitted by the board supports the proposed Federal funding for the Corps of Engineers and the Bureau of Reclamation's work on the New Melones Dam project.

GLIDE WATER DISTRICT LOAN

Additionally, I am representing the Glide Water District in the Sacramento Valley. That district is seeking funding for its Public Law 89–130 loan to build its irrigation distribution system.

The district received money in the jobs bill, and thereby is able to make a start in this fiscal year. The amount in the Federal budget for 1984 was determined prior to the knowledge that they would start this year, so the district is seeking an additional $1.25 million for fiscal 1984.

I appreciate the time very much.
[The statement follows:]

STATEMENT OF MARSHALL JONES, WATER CONSULTANT, STANISLAUS COUNTY, CALIF.

SUMMARY

The Federal New Melones Dam and Reservoir project on the Stanislaus River in California is complete and storing winter flood water for irrigation, power generation, flood control, fishery enhancement, and water quality control. To prepare for negotiation of contracts for sale of irrigation water to the farmers, the Bureau of Reclamation needs to prepare conveyance system layouts and cost estimates to determine cost of water. Needed for this work in fiscal year 1984 is $150,000.

The Corps of Engineers, in accordance with congressional authorization for the project, must purchase rights-of-way and construct facilities for recreation and wildlife habitat preservation around the reservoir and along the Stanislaus River below the dam. The sum of $7.3 million is needed for this work in fiscal year 1984. Also construction of administration facilities is scheduled.

The New Melones project on the Stanislaus River in California's Central Valley was completed in 1980 to provide flood control and to store surplus winter flows for irrigation, power generation, fishery enhancement, and water quality control. Repayment on the cost of the irrigation portion of the project's cost will come from sales of water to irrigation districts in the project service area. Preliminary conveyance system layouts and cost estimates are needed to evaluate the cost of delivering water to individual users. For fiscal year 1984, the Bureau of Reclamation needs $150,000 for this work. To assure repayment of the project's costs, water sales must be made and the necessary surveys and studies should be completed soon.

Under the congressional authorization for the project, the Corps of Engineers proposes to complete purchase of the rights-of-way, perform final clearing and fencing, construct recreational area facilities around the reservoir and along the lower Stanislaus River, and build administration facilities. For this work, $7.3 million is scheduled in fiscal year 1984.

SUMMARY

The Glide Water District is located in the Sacramento Valley in Glenn County in northern California. The district lies within the service area of the Central Valley project Tehama-Colusa Canal. The Tehama-Colusa Canal is completed and district lands have been developed for irrigation. The district is requesting that $2,944,000 be included in the 1984 fiscal year budget for its Public Law 84–130 loan for continuing construction of the distribution system to deliver water from the Tehama-Colusa Canal to a portion of district lands, Improvement District No. 1.

The Glide Water District is requesting that funds be included in the 1984 fiscal year budget for its Public Law 84–130 loan for continuing construction of an underground pipeline irrigation distribution system. The estimated cost of the distribution system is $6,099,300, of which the district will provide $199,300, resulting in a loan amount of $5,900,000. The district requests $2,944,000 for fiscal year 1984. The loan funds will be repaid over a 30-year period.

The distribution system is required to deliver Tehama-Colusa Canal water to landowners within the district's Improvement District No. 1, which is comprised of 4,900 irrigable acres.

Water has been available from the Tehama-Colusa Canal for several years, but construction of the distribution system has been delayed because of budgetary restraints during fiscal years 1982 and 1983. Our landowners urgently need the distribution system so that Central Valley project water can be brought to their lands. They have made large investments in land leveling and development of on-farm irrigation works in anticipation of water being available. Further, repayment to the Government of the cost of the Tehama-Colusa Canal is wholly dependent upon sales of water to our district and others.

We respectfully request that your committee approve $2,944,000 for this project for fiscal year 1984. We greatly appreciate the help your committee has provided in development of the Central Valley project and especially the Tehama-Colusa Canal which is vital to our area.

Los Angeles County Flood Control Projects

STATEMENT OF HOWARD HAILE, CHIEF ENGINEER, LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

Mr. Dodson. I want to call on Mr. Howard Haile next, the chief engineer for the Los Angeles County Flood Control District.

Mr. Haile. Thank you, Mr. Chairman. I will try and be brief. I have filed my statement. There are four items that I just want to briefly state we would like to see continued support of the President's budget for the operation and maintenance of those portions of the Los Angeles County flood control system which the Corps of Engineers maintains.

The system was served well this year. The money spent in years past really did a job for us. However, it does show the system is old.

It was tested and there were a few creaks and cracks that showed up, and things are very good. With all these efforts no damage has occurred, but we would urge that these maintenance funds be continued undiminished.

Also, there is rehabilitation work needed in the Los Angeles County area. We would like to see the $500,000 in the President's budget also be provided.

Also, the water commission's recommendations for the LACDA project, which is the $820,000, includes the Hansen Dam that was referred to by Congressman Fiedler earlier.

Finally, one that is not in the President's budget, $200,000 for the Antelope Valley project which I think we have an excellent opportunity to do a little bit of flood plain management to, perhaps, avoid some of the mistakes of the past and avoid some of the expensive facilities that might otherwise be needed.

That might be adopted by a more careful plan.

Thank you very much.

[The statement follows:]

Statement of Howard H. Haile, Chief Engineer, Los Angeles County Flood Control District

SUMMARY

1. Operation and maintenance.—Support the $9 million recommended allocation to the Corps to adequately operate and maintain those portions of the Los Angeles County flood control system for which it is responsible.

2. Rehabilitation.—Support the $5 million recommended allocation to the Corps to rehabilitate critical areas of the Los Angeles County flood control system for which it is responsible.

3. Los Angeles County's drainage area (LACDA) review.—Support the California Water Commission recommendation for the President's budget allocation of $820,000 which includes $270,000 for the Hansen Dam interim study portion of the LACDA review.

4. Antelope Valley study.—Support the California Water Commission recommendation for a $200,000 allocation for this study.

Mr. Chairman and gentlemen, during the past year, southern California has experienced a siege of storms following closely upon each other. Rainfall totals have already far exceeded the normal with heavy intensities and extensive damages in several locations throughout Los Angeles County.

Potentially, the many storms would have resulted in much more damage had it not been for the Corps of Engineers' backbone system of flood control channels and basins in Los Angeles County. The $9 million operation and maintenance allocation is required to maintain in a state of readiness those portions of the system for which the Corps of Engineers is responsible.

The damage that did occur highlighted isolated points of weakness in the system which must be rectified. A portion of the $5 million rehabilitation allocation will be used to repair damages in those portions of the LACDA system operated and maintained by the Corps' Los Angeles District. We urge allocation of funds to support this vitally necessary and ongoing responsibility.

We believe efforts must continue to insure residents of Los Angeles County the best practicable protection, whether it be by means of flood control structures or by means of flood plain management. Toward this goal we request that your committee support the California Water Commission recommendations for the continuation of a major planning study previously supported by your committee. This study is known as the LACDA review. This is a review of the adequacy of the existing flood control system protecting metropolitan Los Angeles. Portions of this system based on design criteria developed in the 1930's are known to be inadequate in the light of the tremendous growth of our county since that time. It is imperative that the problems identified during recent storms be corrected so that residents and business may be protected from the threat of flood disaster. Of particular concern are the Los Angeles River, Tujunga wash, and Arroyo Seco systems.

The Los Angeles River is old and in need of repair. During the storms of February through March 1983, the integrity of certain sections of levee in the Long Beach area were of great concern to the county due to the high channel flows necessitated by dam releases. Structural failure of two sections did occur and required emergency repairs. Those sections are scheduled to be replaced with new permanent levees this summer. Urgently needed major maintenance and repair projects are required to restore the Corps' system in order to reduce the possibility of future failures.

As a result of previous floods, Hansen Dam, the Corps' primary flood control element on Tujunga wash, has filled with sediment to the point where we are highly concerned about the ability of the system to handle a design flood. Debris accumulation behind Hansen Dam is encroaching upon the dam operating capacity and is reducing operational flexibility. Silt-laden flows have seriously impaired the ground water recharge capabilities of downstream spreading grounds and adversely affect the water-carrying capability of the downstream low-flow channels. This causes excessive expenditures for the performance of normal maintenance, the cost of which the county and its taxpayers must bear.

The cost of removing 40 years of accumulated rock and mud from Hansen Dam could be as much as $200 million. We are very much aware of the importance of maintenance and have expended considerable effort on our own portion of the drainage system to keep it in operable condition. We urge that you provide adequate support to the Corps to avoid deterioration and to minimize expensive future corrective measures.

Within the Arroyo Seco system, Devil's Gate Dam and the Arroyo Seco channel are both old and deficient by modern standards. The review of this and all of the elements of the LACDA system to clearly establish current capability and identify the need and cost of necessary remedial work is urgently needed.

In the Antelope Valley, the planned improvement of Palmdale International Airport and continued pressure for housing will accelerate development in this area of the county. There is a definite need to assure the coordinated growth of the valley by a well-conceived flood control master plan. Completion of the Corps' Antelope Valley study is critical to assure the future safety of this community.

CALLEGUAS CREEK, CALIF.

STATEMENT OF ARTHUR GOULET, DIRECTOR, VENTURA COUNTY PUBLIC WORKS AGENCY

Mr. DODSON. Next is Mr. Arthur Goulet, director of the Public Works Agency for Ventura County.

Mr. GOULET. Mr. Chairman, I have submitted a prepared statement, so I will be very, very brief. I would like to underscore the need for an appropriation of $760,000 to the Corps of Engineers for a continued study of Calleguas Creek.

As you will recall, Senator Wilson and Congresswoman Fiedler testified on behalf of that project. We need a project to protect some of the best farmland in the State.

[The statements follow:]

STATEMENT OF ARTHUR E. GOULET, DIRECTOR OF PUBLIC WORKS, VENTURA COUNTY, CALIF.

My name is Arthur E. Goulet. I represent both the County of Ventura and the Ventura County Flood Control District, Calif., in my dual capacity as director of the county public works agency and engineer-manager of the flood control district.

I am appearing today to urge your inclusion of $760,000 in the U.S. Army Corps of Engineers' budget to reactivate the general investigation-survey of Calleguas Creek watershed in Ventura County. This study originally authorized by Congress in 1965 has previously been implemented, but is presently inactive. An early Corps budget submittal requested $250,000. However, because of the urgency of the situation, which I will address later, the total of $760,000 is a more appropriate figure which will insure the investigation will be expedited.

Despite actions taken by the county, the district, and various cities within Ventura County to enforce strict flood plain management, major flood damages are being experienced. This year in early March, the Calleguas Creek levees which were originally constructed by the Soil Conservation Service between 1952 and 1960, burst, causing $15 million in losses to high-value agricultural lands located on the Oxnard plain, structural damage to the Revolon slough project recently installed by the Soil Conservation Service, destruction of area roads and posing an immediate threat to State Highway 1, and the Navy's Pacific Missile Testing Center at Point Mugu. This threat was significant enough to cause the commanding officer to evacuate most employees until the flow subsided. Subsequently, Ventura County was declared a Federal disaster area by President Reagan.

Flood waters from Calleguas Creek destroyed the approach to the Las Posas Road bridge over Revolon slough and a portion of the slough levee. Las Posas Road is the primary access road to the missile center. This recent occurrence was a repetition of the February 1980 disaster which caused in excess of $17 million in damages to public and private properties and, in addition, caused evacuation of 3,000 workers and residents from the naval facility due to flooding of the base.

During the 1983 floods, additional significant damage to public and private properties occurred in the city of Simi Valley and the community of Moorpark when the Calleguas Creek channel, constructed by the Soil Conservation Service in the early 1960's, failed causing severe bank erosion and damage to adjacent lands, loss of thousands of feet of main trunk sewer lines, and associated public health hazards. The city of Camarillo wastewater treatment plant was also seriously damaged. The sum of these public and private losses is estimated at $10 million in addition to the $15 million of damage to agricultural lands described above.

As mentioned previously, the county, the district, and the cities aggressively support the concept of flood plain management and participate in the Federal flood insurance program. In addition, we have engaged in installation of $32 million in locally funded flood control facilities. However, the Calleguas Creek flooding problem has remained unsolved because the solution is beyond the financial capability of local agencies.

This was the primary reason the study of the Calleguas Creek watershed was requested in 1965 and remains the reason today. However, the experiences of the 1980 and 1983 floods and the resulting multimillion dollar losses add urgency to the situation.

It should also be noted that the farmlands which have been devastated are among the most productive in the State. The loss of the growing crop, together with the crops which will not be grown during the period the lands remain out of production, will result in higher produce prices in other parts of the Nation. In other words, there is national economic impact due to the flood damages.

The Calleguas Creek project has the support of involved public and private groups and the California Water Commission. The flood control district and other public agencies have provided necessary assurances in support of the project in the past and we offer the continued support of Ventura County in respectfully requesting your inclusion of $760,000 for Calleguas Creek in the budget.

Thank you for your courtesy in allowing me to present this statement.

REDBANK-FANCHER CREEK FLOOD CONTROL PROJECT

STATEMENT OF SAM SIMONIAN, DIRECTOR, FRESNO METROPOLITAN FLOOD CONTROL DISTRICT

Mr. DODSON. Next, we have Sam Simonian who is director of the Fresno Metropolitan Flood Control District.

Mr. SIMONIAN. Mr. Chairman and members of the committee, my name is Sam Simonian, and I am on the board of directors of the Fresno Metropolitan Flood Control District and also authorized to speak for the Fresno Irrigation District of the County of Fresno and the cities of Fresno and Clovis.

We appreciate the congressional support for the Red Bank-Fancher Creek flood control project and request that an appropriation of $1.5 million as allocated in the President's budget.

We thank the committee and ask that our complete presentation be made a part of the hearing record.

Thank you.

[The statement follows:]

METROPOLITAN FLOOD CONTROL DISTRICT

My name is Doug Harrison and I serve as the General Manager-Secretary of the Fresno Metropolitan Flood Control District of Fresno County, California, the local sponsor for the Redbank-Fancher Creeks Flood Control Project which is a modification to the previously authorized Fresno County Streams, California project. I am also authorized to speak on behalf of the County of Fresno, the Cities of Fresno and Clovis, and the Fresno Irrigation District.

We respectfully request that continued construction design be included in the budget for the 1983-84 fiscal period in an amount not less than the $1,500,000 currently provided in the President's proposed budget.

The Redbank-Fancher Creeks project was initially identified in the Big Dry Creek project investigation of 1940 and the resulting Fresno County Streams project authorization. In 1956, the Congress specifically authorized the investigation of the project modification relating to the Redbank-Fancher Creeks stream system. Unfortunately, federal funds for the investigation were not appropriated until Fresno County was declared a part of the 1969 California disaster area. The completed investigation proves the project to be both economically justified and environmentally sound.

Noteworthy, is the fact that the Redbank-Fancher Creeks project is one which is economically justified on the basis of flood damage prevention alone. Though other benefits accrue, they are not required to produce a positive benefit/cost ratio. When constructed, the project will provide protection to 57,000 acres containing a population in excess of 120,000 at a benefit/cost ratio of 1.3 to 1.0 at a 7-5/8% interest rate. Total estimated average annual flood damages exceed $11,000,000 and affect both urban and agricultural properties. The proposed works will also protect an open irrigation canal system which transverses 210,000 acres of the world's most productive agricultural lands, Fresno County's production exceeding one billion dollars annually since 1974. The project will control the historic flooding which has seen the stream and canal systems overtop their banks an average of once every four years since 1953.

In July 1980, the completed investigation report was forwarded to the Chief of the Corps of Engineers. The report was subsequently forwarded to the Secretary of the Army for transmission to Congress. The project has been included in authorization legislation passing the House of Representatives during two recent sessions of the Congress. Though not enacted, the specially worded authorization reflected the awareness of the Congress of the project's special needs. The project is now the object of Senate Bill 630 (Cranston-Wilson) and H.R. 1813 (Pashayan, Coelho, Lehman) authorizing project construction. Congressional action effecting the requested appropriations is critical in that it will prevent additional delay, saving an estimated twenty percent in increased project costs.

We appreciate the privilege of appearing before the Committee and the past support it has given the project. We respectfully urge your continued support and ask that our statements be made a part of the hearing record.

The people of the central county area of Fresno County, California are deeply appreciative of the opportunity to have the presentations of their representatives heard by the honored members of the Congress. While the Redbank-Fancher Creeks Flood Control Project is not large by some standards, it is critically important to the Fresno-Clovis metropolitan area which is the business center of the most productive agricultural county in the world, average production exceeding one billion dollars annually since 1974.

This report, first submitted in May 1971, has been prepared to substantiate and support the vital need for flood control works on Redbank and Fancher Creeks.

AUTHORIZATION:
The Redbank-Fancher Creeks project is a modification of the existing Fresno County Streams, California authorization incorporating the enlargement of the Big Dry Creek Dam and Reservoir and the containment of the balance of the stream group.

The Congress, on June 13, 1956, authorized the Corps of Engineers to reinvestigate the stream group project, this following the major floods of 1955 and 1956. Unfortunately, funds were not provided and the Corps did not begin the investigation until the area had suffered its worst flooding in history during January and February 1969. The release of funds and the start of the investigation occurred in July 1970, some fourteen years after Congressional authorization. Unfortunately, the floods of 1983 find the final authorization still pending.

PROJECT LOCATION AND NEED:
Redbank and Fancher Creeks of the Fresno County Stream Group, their tributaries and related streams addressed by the proposed project, are located on the western slope of the Sierra Nevada mountains. The watershed encompasses some seventy-five square miles and generates storm runoff which flows through the heart of the metropolitan area. The flows impact directly on the open irrigation canal system which transverses some 210,000 acres of the world's most productive agricultural land and 45,000 acres of a densely developed urban community with a population in excess of 350,000.

It is currently estimated that the floodplain to be protected by the proposed project includes 57,000 acres with a population of 120,000 (1982) and a market value in excess of 2.4 billion dollars. Total estimated average annual flood damages exceed $11,000,000 and affect both urban and agricultural properties.

HISTORY OF FLOODING:
As a result of the uncontrolled nature of the subject stream group, flooding has occurred frequently. Floods of record occurred in March 1938, December 1955, January 1956, January 1969, February 1969, March 1978, and January 1983. In addition, available records indicate flooding of lesser severity occurred in 1952, 1958, 1965, 1972, and 1977 with the streams and irrigation canal system overtopping their banks on the average of once every four years since 1953.

Although the recent floods which occurred in March 1978 and January 1983 were of a lesser magnitude than those of 1969, thousands of dollars in damages to private homes, public roads, irrigation facilities and hundreds of acres of prime agricultural lands were experienced. Such floods again demonstrated the urgent need for immediate construction of flood control works.

LOCAL SUPPORT:
Following the floods which occurred in January and February 1969, the Fresno area was declared a part of California's disaster area. With the realization that millions of dollars in flood damages could have been prevented and that a recurrence of such floods would be even more devastating, a public hearing on the subject needed flood control works was held on February 28, 1969. Hundreds of the community's citizens representing some seventy-five public and private organizations met and drafted resolutions to the U.S. Army Corps of Engineers and legislative representatives urging the active pursuit of Redbank-Fancher Creeks Flood Control Project. Subsequently, the County of Fresno, the Cities of Fresno and Clovis, the Fresno Metropolitan Flood Control District, and the Fresno Irrigation District, authorized direct work with the Corps of Engineers and the Congress to secure adequate flood protection for the Fresno-Clovis metropolitan area.

In an effort to ensure the availability of lands needed for the required flood control structures, the County of Fresno acting jointly with the Fresno Metropolitan Flood Control District did, on October 22, 1974, effect open-space and conservation zoning of approximately 500 acres. More recently, the Cities of Clovis and Fresno, the County of Fresno, and the Fresno Metropolitan Flood Control District, signed contracts appropriating $335,000 per year to acquire the necessary project lands.

Relatedly, the California Water Commission has historically supported and continues to support the project. Further, the State Reclamation Board has submitted a supporting letter of intent for local assurances.

Most recently, a broadly based Citizens Project Advisory Committee has been created by the Flood Control District. The Committee has reviewed and confirmed the project's need and design features. The Committee has now completed the structuring of a financing plan to ensure the availability of the required local cost share and the equitable distribution of those costs.

ENVIRONMENTAL CONSIDERATIONS:
Upon completion and distribution of the Draft Feasibility Report and Draft Environmental Impact Statement, a public hearing was held within the project area by the Fresno Metropolitan Flood Control District, the local project sponsor, and the U.S. Army Corps of Engineers. Testimony submitted during the subject hearing indicated that there are no areas of controversy associated with the project or its limited environmental impact. In summary, the testimony received confirmed the accuracy of the Draft Environmental Impact Statement in identifying only limited impacts and the adequacy of the proposed mitigation measures. It was also apparent that any adverse environmental impact which might be associated with the project during the brief construction period would be of a temporary nature and insignificant when compared with the permanent environmental and social benefits which would be derived.

PROJECT FEASIBILITY AND FINANCING:
The complete report, supplemented by additional detailed studies, substantiates the need for the proposed project and identifies strong economic justification. The project costs and benefits reflected by the completed report are as follows:

Total First Costs: (1982)	$ 72,600,000	
Average Annual Costs (7-5/8% Interest)		$ 5,850,000
Total Average Annual Benefits:		
Flood Control	$ 6,388,000	
Flood Proofing Cost Reduction	369,000	
Recreation	833,000	
Total Average Annual Benefits		$ 7,590,000
Benefit/Cost Ratio 1.3 to 1		

Noteworthy, is the fact that the project is economically justified on the basis of flood damage reduction benefits alone. While other benefits are cited, they are not needed to produce a positive benefit/cost ratio. It should be noted that, while not included in the actual benefit calculations, the proposed project will also create significant beneficial effects in the areas of water conservation, groundwater management and wildlife enhancement.

The anticipated distribution of the project costs (based on traditional cost-sharing) among the Federal Government, the State of California, and the local sponsor is as follows:

Federal Government	$ 57,000,000
State of California	11,700,000
Fresno Metropolitan Flood Control District (Plus Annual O & M @ $230,000)	3,900,000
Total Project Cost	$ 72,600,000

PROJECT STATUS REVIEW:
Review of the completed project report by the Division Engineer resulted in his concurrence with the investigative conclusions of the District Engineer.

Upon completion of the Division Engineer's review, additional study was undertaken at the request of the Board of Engineers, that additional study similar to that normally performed during the Phase I study which follows project authorization. Unfortunately, the additional study delayed the project approximately two years causing an estimated seventeen percent increase in project costs.

During July 1980, the Board of Engineers of Rivers and Harbors forwarded to the Chief of the Corps of Engineers the completed project report and environmental impact report. The report was subsequently forwarded to the Secretary of the Army for transmission to the Congress.

The project has been included in legislation passing the House of Representatives during two recent sessions of the Congress. Though not enacted, the specially worded legislation reflected the awareness of the Congress of the special needs associated with this project.

Legislation has again been introduced in 1983 (S.630 by Senators Cranston and Wilson, and H.R. 1813 by Congressmen Pashayan, Coelho, and Lehman) providing for final authorization. Timely action by the Congress affecting the necessary authorizations and appropriations will save as much as an additional two-year delay in the project, thereby saving the taxpayers further significant increases in project costs.

CONCLUSION: REQUEST FOR AUTHORIZATION
On June 13, 1982, twenty-six years had elapsed since Congress first authorized the proposed Redbank-Fancher Creeks Flood Control Project modification to the Fresno County Streams Project. The need for the project has been identified in a total of eight different studies and investigations performed at both the local and federal levels. The project feasibility investigation completed in July 1977 confirms the project need and identifies strong economic justification for project construction.

Further, the more advanced and detailed technical analysis performed for the Board of Engineers has confirmed the previous recommendations of both the District and Division Engineer of the Corps.

Because it is our belief that the proposed Redbank-Fancher Creeks Flood Control Project has met all requirements for federal participation and meets all current standards of economic justification and environmental protection, we most respectfully urge the favorable action of the Committee and the Congress in authorizing the Redbank-Fancher Creeks Flood Control Project funding.

SAN JOAQUIN VALLEY CONVEYANCE STUDY

STATEMENT OF GEORGE McKEAN, PRESIDENT, MID-VALLEY WATER AUTHORITY

Mr. DODSON. Next, I present Mr. George McKean, who is president of the newly formed Mid-Valley Water Authority.

Mr. McKEAN. Mr. Chairman, my name is George McKean, chairman of the board of directors of the Mid-Valley Water Authority. I am appearing today on behalf of the authority in support of the U.S. Bureau of Reclamation's San Joaquin Valley conveyance study.

My written statement has been submitted, and in order to save the committee time, I ask that it be included as part of the hearing record.

We request that the Federal funding be included in the budget for 1983–84 and in the amount of $300,000 for a feasibility study of the alternative conveyance facilities for the delivery of CVP water to the service area of the Mid-Valley Water Authority.

Thank you for the opportunity of letting me appear before you.

Thank you.

[The statement follows:]

STATEMENT OF GEORGE D. MCKEAN, CHAIRMAN OF THE BOARD OF DIRECTORS, MID-VALLEY WATER AUTHORITY, CALIFORNIA

My name is George D. McKean and I am Chairman of the Board of Directors of the Mid-Valley Water Authority. I am appearing today in support of the U.S. Bureau of Reclamation's San Joaquin Valley Conveyance Investigation.

My purpose before the Committee is to request that federal funding be included in the budget for the 1983-84 fiscal year in the amount of $300,000 for a feasibility study of alternative conveyance facilities for delivery of CVP water to the service area of the Mid-Valley Water Authority.

SUMMARY

The Mid-Valley Water Authority (MVWA), a Joint Exercise of Powers Agency, consisting of 30 public agencies in five counties of the San Joaquin Valley, California, was formed December 3, 1982. The service area of the MVWA covers approximately 3.0 million acres of irrigated agriculture, and has a long-term groundwater overdraft of 1.5 million acre-feet per year.

The Bureau of Reclamation has identified unallocated firm CVP water as a result of the Coordinated Operations Agreement with the State Department of Water Resources (DWR), interim CVP water available from non-use of allocations under existing contracts, and additional surplus CVP water of approximately 1-million acre-feet per year which will be subject to contractual negotiations with the MVWA upon the removal of the moritorium, as imposed by former Secretary of Interior Andrus, of further contracts for delivery of water from the Delta.

The proposed Federal appropriation for the Bureau of Reclamation in the 1983-84 budget of $300,000 for the San Joaquin Valley Conveyance Investigation will provide initial funds for a cost-sharing feasibility study of alternative conveyance facilities for delivery of the CVP water supply to the service area of the MVWA.

ORGANIZATION

The Mid-Valley Water Authority was organized under the Joint Exercise of Powers Act, Articles I and II of Chapter 5 of Division 7, Title 1 of the Government Code of the State of California (Section 6500 et seq.) on December 3, 1982. The public districts, which are members of the MVWA and their percentage of participation therein, are set forth in Table 1. Each of the 30 public agencies is represented by a director and alternate on the Board of Directors and on an Advisory Committee. The MVWA was organized as an institutional device for the continuation and coordination of the various efforts that have been independently pursued by the member agencies to secure a supplemental water supply and the construction of a conveyance facility for the delivery of the supplemental water supply to the MVWA service area.

SERVICE AREA

The MVWA includes a service area of approximately 3.0 million acres of irrigated agricultural lands. The boundary of the MVWA extends from the Merced County line on the north to the southerly boundary of the Arvin-Edison Water Storage District on the south, and generally from the Sierra foothills to the trough of the San Joaquin Valley.

Lands within the Counties of Madera, Fresno, Kings, Tulare and Kern are of membership in the MVWA. A map of the MVWA service area is included as Plate 1.

HISTORY

The lands included within the Mid-Valley Water Authority are, for the most part, lands which are presently under cultivation and indeed, these areas were some of the earliest extensively irrigated lands in the State.[1] While the service area of the Mid-Valley Water Authority was included within the planning for the integrated operation of the Central Valley Project, the construction of a delivery facility (Mid-Valley Canal) has not been accomplished. Studies for the development of the East Side Division of the Central Project proceeded through the late 1950's and early 1960's and a proposed feasibility report for the East Side Division, Initial Phase, was sent to the Secretary of the Interior in 1968.[2] As the overall imbalance between the available water supplies and the consumptive demands became more and more apparent, the member agencies independently persisted in their efforts to urge the federal and state governments to proceed with the development of a delivery capability for the Central Valley Project waters that were and are available in the Delta to the area now included within the Mid-Valley Water Authority. As a result of these efforts, the State Department of Water Resources and the U.S. Bureau of Reclamation jointly studied the construction of a Mid-Valley Canal which would incorporate features of the State Water Project and the Delta Mendota Canal of the CVP. Those studies culminated in the publication of a report entitled "Mid-Valley Canal, East Side Division, Central Valley Project, California, 'A report on the Mid-Valley Canal Feasibility Investigation' U.S. Department of the Interior". (January, 1981). The Report contained an extensive consideration of the needs within the proposed service area and the hydrologic, environmental and economic considerations of constructing the proposed facility as a federal facility. In conjunction with that report, tentative allocations of the available CVP water supply were made among the various agencies that were seeking to participate, those allocations being predicted upon criteria developed by the Bureau of Reclamation.

When the study for the Mid-Valley Canal was commenced, the Bureau of Reclamation had identified a firm annual water supply in the Delta of approximately 500,000 acre-feet as available for export to the proposed service area. Before the report could be completed, the Bureau of Reclamation revised its estimations of the marketable CVP yield in light of Delta water quality considerations.[3] In view of these revised yield calculations, the report proposed that there be no federal action for Congressional authorization of the Mid-Valley Canal until a firm water supply is available. The report does conclude, however, that the Mid-Valley Canal service area should be considered as an area to utilize any additional yield originating from existing CVP facilities.

While the Mid-Valley Canal that was the subject of the aforesaid feasibility investigation has not been authorized for construction, the residents and public agencies within its projected service area have proceeded with the formation of the Mid-Valley Water Authority to promote its purposes. The geographic configuration of this authority as well as the participation percentages of the various member agencies were developed in substantial reliance upon the service area and allocation criteria used by the Bureau of Reclamation in its feasibility study. The Authority was organized to continue the search for a reliable water supply for the east side of the San Joaquin Valley.

The lands included within the Mid-Valley Water Authority are among the most severely overdrafted agricultural lands in the State. The Mid-Valley Canal feasibility investigation identified an estimated 1.5 million acre-feet annual groundwater overdraft.

The California State Department of Water Resources in Bulletin 118-80, identified eight basins as being subject to critical conditions of overdraft in the San Joaquin hydrologic study area. Seven of those basins, the Chowchilla, Madera, Kings, Kaweah, Tulare Lake, Tule and Kern County basins essentially make up the service area of the present Mid-Valley Water Authority. Those basins were identified by DWR as having a long-term annual overdraft of 1,339,000 acre-feet.

In identifying the needs within the Mid-Valley Canal service area, the U.S. Bureau of Reclamation concluded that the local surface supplies have been almost completely utilized and cannot realistically meet the demand. In addition, the report notes that overall basin irrigation efficiency is very high and conservation gains would likewise be of no consequence toward correcting the overdraft. The Mid-Valley feasibility report concluded in pertinent part as follows:

> "A replacement water supply for the Mid-Valley Canal general service area is urgently needed. The present annual groundwater overdraft of over 1 million acre-feet forecasts the abandonment of over 440,000 acres of highly productive irrigated agricultural lands within the foreseeable future unless a replacement supply can be imported."

Under the Coordinated Operations Agreement (COA) being developed between the U.S. Bureau of Reclamation and the California State Department of Water Resources, a remaining uncommitted CVP project yield was identified in the amount of 1.1 million acre-feet per year. Unofficially, 350,000 acre-feet per year of this supply has been identified as being available for the Mid-Valley Canal service area and the balance has been unofficially allocated to other areas of the State.

In addition to the anticipated CVP allocation of 350,000 acre-feet from the COA, the MVWA also anticipates an allocation of 350,000 acre-feet of interim CVP water from the Bureau. Interim water being defined as existing CVP firm yield under contract but not as yet under use.

The MVWA is further supporting the construction of the Auburn Dam project, intends to become a cost sharing participant and a recipient of a portion of the project yield.

Thus, with an appropriate conveyance facility, the MVWA would be capable of importing nearly 1-million acre-feet of additional supplemental water supply to the MVWA service area.

PURPOSE

The Bureau of Reclamation and the MVWA are entering into a "Letter of Intent Concerning the Conduct of San Joaquin Valley Conveyance Study" for determining the feasibility of importing additional surface water supplies needed to offset the groundwater overdraft within the MVWA service area. The MVWA is willing to cost-share by contributing funds and by providing in-kind services for development of the San Joaquin Valley Conveyance Investigation and the MVWA has designated $25,000 in its 1983 budget for that purpose. The Bureau and the MVWA will initially jointly study the capability of all existing facilities for delivery of additional CVP water to the MVWA service area by direct diversion and exchange.

The San Joaquin Valley Conveyance Investigation will further evaluate potential canals and necessary pumping plants along alternative conveyance routes, consider the integration of off-stream storage reservoirs of various sizes, and evaluate other facilities needed to resolve the groundwater overdraft and related problems in the service area, including drainage, erosion and sedimentation, flooding and fish and wildlife deterioration.

It is anticipated the Bureau of Reclamation costs for their portion of the cost-sharing feasibility study will be 1.7 million dollars and an allocation within the 1983-84 budget of $300,000 is required to commence the Conveyance Investigation.

I appreciate the privilege of appearing before the Committee and respectively urge your support and ask that my statement be made a part of the hearing record.

[1] Central Valley Project Documents Part 1, Authorizing Documents, 84th Congress 2nd Session House Document #416 (1956) Intro. pp I-16.

[2] East Side Division, Initial Phase, Central Valley Project California "A Report on the Feasibility of Water Supply Development". U.S. Department of the Interior, Bureau of Reclamation (December 1965 Rev. June 1966).

[3] Mid-Valley Canal Feasibility Study, p. 66.

TABLE 1

MEMBERSHIP COMPOSITION OF MID VALLEY WATER AUTHORITY

	Participation Percentage
Alpaugh I.D.	1.42
Alta I.D.	1.82
Atwell Island W.D.	1.22
Chowchilla W.D.	0.61
City of Corcoran	0.61
Clayton W. D.	0.61
County of Fresno	7.08
Fresno I.D.	2.03
Gravely Ford W. D.	0.51
City of Hanford	1.42
James I. D.	0.91
Kaweah Delta W. C. D.	7.08
County of Kings	4.05
Kings County W. D.	7.08
Kings River C. D.	7.08
Labranza W. D.	1.22
Lakeside I. W. D.	1.82
City of Lemoore	1.01
Liberty W. D.	1.22
Lower Tule River I. D.	4.05
County of Madera	7.08
Madera I. D.	3.24
Pixley I. D.	7.08
Raisin City W. D.	7.08
Saucelito I. D.	1.42
Sierra W. D.	2.23
County of Tulare	7.08
Tulare I. D.	1.62
Consolidated I. D.	3.24
Kern County W. A.	7.08
	100.00

STATEMENT OF JAMES SORENSEN, CONSULTANT, KAWEAH DELTA WATER CONSERVATION DISTRICT AND FRIANT WATER USERS' ASSOCIATION

Mr. DODSON. Thank you.

Mr. James Sorensen, consultant to the Kaweah Delta Water Conservation District and the Friant Water Users Association.

Mr. SORENSEN. Senator Burdick, I am happy to be before you. As we indicated we have been together on this many times. I would like to note that while we are here talking about flood control, we are also here talking about water conservation in the way of storage.

While we are subject to the flood conditions at the present time, in 6 months or so we are going to be on the other side of the coin looking for additional water. It can be made available by a multipurpose dam.

I note that I am here on behalf of Friant Water Users Association, a group of 26 public districts. We are fully in support of San Joaquin Water Commission, as is the Kaweah Water Conservation District and the County of Tulare.

I would note that particularly on the San Joaquin River basin investigation, that we had an interim report and its tremendous potential for both flood control and water conservation.

Then the Mid-Valley Canal portion of the San Joaquin Valley conveyance study is very important and is in a very highly productive area.

Then I would like to note on behalf of the San Joaquin and Sacremento Valley that we are in support of the additional funding that is recommended by the commission to Folsom South Canal, and this is a badly needed facility. It is half built and it does need to be completed.

Thank you.

[The statements follow:]

STATEMENT OF JAMES F. SORENSEN, ON BEHALF OF FRIANT WATER USERS ASSOCIATION, KAWEAH DELTA WATER CONSERVATION DISTRICT, AND TULARE COUNTY

North San Joaquin Water Conservation District (52,000 acres in eastern San Joaquin County including the city of Lodi and productive lands) strongly supports the addition of $100,000 for work to bring about the early completion of the half built Folsom South Canal. The district concurs with recommendations of the California Water Commission.

The district has been fully developed for many years and has been seeking completion of Folsom South Canal to make possible the delivery of at least 50,000 acre feet of water annually to offset long-standing over-drafts.

Water supplies temporarily available are now utilized but such water will be exported for prior municipal rights and district lands will need American River water to be delivered through the completed Folsom South Canal.

More than three quateres of a million dollars of local funds have been spent on diversion and distribution facilities much of which will be used for Folsom South Canal water.

American River water to meet the needs of North San Joaquin Water Conservation District are available, Folsom South Canal is partly built and you are respectfully urged to appropriate funds to bring the completion closer to reality.

This statement in support of water project funding is presented on behalf of Friant Water Users Association, Kaweah Delta Water Conservation District, and the County of Tulare -- all entities which are situated along the east side of the San Joaquin Valley in central California.

These entities support the California Water Commission recommendations for the addition of $300,000 for the Kaweah interim study of the Corps of Engineers San Joaquin River Basin Investigation, and $300,000 for the San Joaquin conveyance investigation by the Bureau of Reclamation.

THE PROBLEM

At the present time there is a large snowpack in the Sierra-Nevada mountains which is forecasted to produce from 200 percent to 250 percent of normal snow melt runoff during the April through July period of this spring. Under such conditions, releases from the existing flood control and water conservation reservoirs are at high levels to provide adequate space reservations for the runoff expected.

Since November 1, 1982, the beginning of this water year, these approximate quantities of water have either ponded on productive lands (the area continues to increase) or has flowed unused and wasted to the Pacific Ocean from these streams in the central and southern San Joaquin Valley:

San Joaquin River	1,250,000 acre-feet
Kings River	1,000,000 acre-feet
Kaweah River	400,000 acre-feet*
Tule River	100,000 acre-feet*

*Does not include water pumped to southern California to alleviate San Joaquin Valley flooding.

Somewhat similar but lesser quantities of water wasted to the Pacific Ocean in the 1982 water year.

In the Sacramento-San Joaquin Delta, damaging high flow conditions exist this year. Inspite of these present high flows, in a few months and in succeeding years the long-range water deficient situation will again become evident. The long-term shortage in the central and southern San Joaquin Valley is estimated by State and Federal water agencies to be about 1,500,000 acre-feet annually.

THE SOLUTION

To solve these problems of maldistribution of water, additional storage and conveyance facilities are required.

Multi-purpose flood control, water conservation, and recreation storage will bring about more efficient use of available water through ground-water recharge, water application at times of seasonal need, and lessening of flood damage.

The Kaweah River interim study will look into the flows of the Kaweah River system including Yokohl, Dry, Cottonwood, and Sand Creeks to determine how to better manage the flows from these streams through the use of storage (surface and underground) and channels.

To meet eastside San Joaquin Valley water needs in normal water years, imports from northern areas is needed. Bureau of Reclamation and California Department of Water Resources studies show that the Federal Central Valley Project has water available in the Sacramento-San Joaquin Delta in most years. The San Joaquin Conveyance Investigation which would, among others, study the proposed Mid-Valley Canal which could deliver water to the eastside areas represented here today.

THE RECOMMENDATIONS

It is recommended that funds be added to the budget as follows:

Kaweah Interim Study-San Joaquin River Basin Investigation	$300,000
San Joaquin Conveyance Investigation	$300,000

RESOLUTION OF KAWEAH DELTA WATER CONSERVATION DISTRICT

WHEREAS, THE U.S. Army Corps of Engineers operates Terminus Dam and Reservoir on the Kaweah River; and

WHEREAS, the USCE has determined that the 100 year storm could produce 20,000 cfs at McKay Point; and

WHEREAS, the channel capacity below McKay Point has been determined to be 5500 cfs; and

WHEREAS, the uncontrolled flow from the creeks below Terminus have proved to be more than 5500 cfs at times; and

WHEREAS, one of the above or a combination of the above could produce flooding in both Tulare and Kings Counties; and

WHEREAS, the April-July runoff in several years has been more than the conservation storage capacity, causing large Spring releases; and

WHEREAS, additional storage at Terminus and/or storage on the uncontrolled creeks could alleviate much of the above problem; and

WHEREAS, additional storage could enhance conservation of water and recreation facilities; and

WHEREAS, the USCE has authorization to study the above problem under the San Joaquin River Basin Investigation; and

WHEREAS, there is no money in the 1984 fiscal year budget for this Line Item; and

WHEREAS, the California Water Commission has recommended that money be added to the 1984 fiscal year budget for the San Joaquin River Basin Investigation - Kaweah River Interim;

BE IT THEREFORE, RESOLVED that the Board of Directors of the Kaweah Delta Water Conservation District support the California Water Commission in their efforts to obtain funding for the USCE to study additional storage for the Kaweah River System under the San Joaquin River Basin Investigation.

RESOLUTION OF TULARE COUNTY, CALIF., BOARD OF SUPERVISORS

WHEREAS, the United States Army Corps of Engineers operates Terminus Dam and Reservoir on the Kaweah River within the County of Tulare; and

WHEREAS, the United States Army Corps of Engineers has determined a one hundred year storm could produce a flow of 20,000 cubic feet per second at McKay Point; and

WHEREAS, the channel capacity below McKay Point has been determined to be 5,500 cubic feet per second, the uncontrolled flow from the creeks below terminus has proved to be more than 5,500 cubic feet per second at times, and flows in excess of this amount could produce floods in both Tulare County and Kings County; and

WHEREAS, the runoff into the Terminus Reservoir has been more than the conservation storage capacity in several years, causing large spring releases; and

WHEREAS, additional storage at Terminus or storage upon the uncontrolled creeks could alleviate such problems; and

WHEREAS, additional storage would enhance the conservation of water and provide recreation facilities; and

WHEREAS, similar conditions exist on the Tule River;

WHEREAS, the United States Army Corps of Engineers has received authorization to study the above problem under the San Joaquin River Basin Investigation, but no money is available in the 1984 fiscal year budget for this line item; and

WHEREAS, the California Water Commission has recommended that money be added to the 1984 fiscal year budget for the San Joaquin River Basin Investigation - Kaweah River Interim;

NOW, THEREFORE, BE IT RESOLVED that this Board of Supervisors does hereby support the California Water Commission in their efforts to obtain funding for the United States Army Corps of Engineers to study additional storage for the Kaweah River System under the San Joaquin River Basin Investigation;

BE IT FURTHER RESOLVED that this Board of Supervisors request the addition of $300,000 for the use of the United States Army Corps of Engineers for the San Joaquin River Basin Investigation - Kaweah River Interim, for the study of additional storage at Terminus and/or storage on the uncontrolled creeks that are tributary to the Kaweah River; and that studies be initiated regarding storage on the Tule River and the creeks that are tributary to the Tule River.

THE FOREGOING RESOLUTION was adopted upon motion of Supervisor Webb, seconded by Supervisor Gould, at a regular meeting held this 29th day of March, 1983, by the following vote:

AYES: Supervisors Gould, Conway, Mangine, Swiney, and Webb.

NOES: None.

ABSENT: None.

RESOLUTION OF FRIANT WATER USERS ASSOCIATION

WHEREAS, Friant Water Users Association, composed of 26 public districts serving over one million acres of irrigated lands and several cities, believes that additional studies are necessary to identify feasible means to prevent flood damage and to make supplemental water supplies available; and

WHEREAS, the United States Bureau of Reclamation can complete the studies to develop means to coordinate the use of ground and surface water to stabilize water conditions for areas now suffering from groundwater over-drafts and 28 public entities are willing to furnish some funds for these studies; and

WHEREAS, since November 1, 1982 several million acre-feet of water has flooded valuable agricultural lands or has flowed un-used to the Pacific Ocean; and

WHEREAS, the United States Corps of Engineers can carry on the San Joaquin Valley Comprehensive Study which will be concerned with reducing flood damages and conserving the damaging water flows so as to bring about multi-benefits to San Joaquin Valley areas.

NOW, THEREFORE, BE IT RESOLVED, that Friant Water Users Association supports funding for studies by the United States Bureau of Reclamation and the United States Corps of Engineers to bring about the storage and conservation of stream flows in the San Joaquin Valley and urges the Congress to appropriate funds to complete the studies; and

BE IT FURTHER RESOLVED, that copies of this Resolution be forwarded to the appropriate federal, state and local legislators and officials.

RESOLUTION OF KINGS COUNTY, CALIF., BOARD OF SUPERVISORS

WHEREAS, this year Kings County has suffered devastating flood damage costing in excess of a hundred million dollars as a result of flows exceeding the capacity of the County's many streams; and

WHEREAS, nearly one million acre-feet of water has already been wasted to the ocean and in the inundation of over 100,000 acres of fertile farm land in the County, much of which will be out of production for three years; and

WHEREAS, an exceptionally large snowpack in the mountains, even without further rains this season, poses a continuing threat as it melts of worsening flood conditions and wasting more valuable water resources; and

WHEREAS, the devastation this year is particularly acute but is only the latest of reoccurring flood conditions which continually remind us that a permanent solution must be found to stave off further disasters; and

WHEREAS, previous flood control studies have pointed out the critical need for further water conservation and flood protection measures in the form of facilities that will have multipurpose uses such as water storage, hydroelectric power generation and flood control; and

WHEREAS, the United States Army Corps of Engineers, the United States Bureau of Reclamation, the State Department of Water Resources and the Department of Agriculture have power and means to update previous studies;

NOW, THEREFORE, BE IT RESOLVED as follows:

1. This Board strongly urges State and Federal agencies to begin a feasibility study of increasing the storage capacity of Terminus, Success and Pine Flat Dams, and for new dams, storage facilities and flood control works on Dry, Cottonwood, Yobohl, Lewis, Frasier, Ducor and Poso Creeks, and other streams proven to be troublesome.

2. This Board also renews its request for the study and declaration of a designated floodway on the St. Johns and Kaweah Rivers and the other creeks and waterways that are contributing to the flooding problem.

3. We further urge State and Federal Agencies to begin these studies in all due haste and with the objective of actually implementing the resulting recommendations as soon as possible.

4. The Clerk of this Board is directed to forward certified copies of this Resolution to appropriate local, State and Federal officials.

The foregoing Resolution was adopted upon motion by Supervisor MEIRELLES, seconded by Supervisor BROWN, at a regular meeting held March 22, 1983, by the following vote:

AYES: Supervisors MEIRELLES, BROWN, FARUZZI, HAMMOND, DAVIS
NOES: Supervisors NONE
ABSENT: Supervisors NONE

RESOLUTION OF TULARE COUNTY, CALIF., BOARD OF SUPERVISORS

WHEREAS, nearly one million acre-feet of water has been lost to the ocean from the San Joaquin and Kings Rivers and several hundred thousand acre-feet from the Kaweah, Tule and Kern Rivers will cause great damage, all because of a lack of adequate reservoir storage; and

WHEREAS, Kaweah Delta Water Conservation District and Tule River Association and other districts have recommended that studies be undertaken for the construction of additional flood control and storage facilities on the Kaweah, Tule and White Rivers, Cottonwood, Dry, Yokohl, Lewis, Frazier, Deer, Poso, and other Creeks; and

WHEREAS, the U.S. Army Corps of Engineers, the U.S. Bureau of Reclamation, the Department of Agriculture, and the California Department of Water Resources can undertake such storage and utilization studies; and

WHEREAS, some Tulare County areas are in need of supplemental surface water and the Mid Valley Water Authority is supporting completion of studies on the proposed Mid Valley Canal and off-stream storage and it appears that such facilities can be designed, built and operated so as to facilitate multipurpose use with additional flood control; and

WHEREAS, the Tulare County Water Commission and the Tulare County Flood Control Commission have urged that the Board of Supervisors of the County of Tulare support studies leading to the storage, conservation and efficient use of these flows which would otherwise be lost or inefficiently used.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Tulare does hereby support the undertaking of storage and utilization studies, urge the federal and state agencies to work toward early completion of such studies, and urge the Congress of the United States to appropriate funds for this purpose; and

BE IT FURTHER RESOLVED that copies of this Resolution be forwarded to appropriate local, state and federal officials.

THE FOREGOING RESOLUTION WAS ADOPTED upon motion of Supervisor Conway, seconded by Supervisor Gould, at a regular meeting this 1st day of March, 1983, by the following vote:

AYES: Supervisors Gould, Conway, Mangine, Swiney and Webb
NOES: None
ABSENT: None

REDBANK-FANCHERS CREEK, CALIF.

STATEMENT OF GARVIN WHITE, PRESIDENT, KINGS RIVER WATER CONSERVATION DISTRICT

Mr. DODSON. Next, we have Garvin White who is president of the Kings River Water Conservation District.

Mr. WHITE. Thank you. Mr. Chairman and members of the committee, my name is Garvin White. I am president of the Kings River Water Conservation District. I am also authorized to be here on behalf of that district in support of the Redbank and Fanchers Creek. You heard testimony on that a few moments ago as a planned project.

With me today is Mr. Jeffery Taylor, general manager of our Redbank-Fanchers Creek project.

My written statement has been submitted. In order to save the committee time, I ask that it be included as part of the hearing record.

Senator BURDICK. Without objection.

Mr. WHITE. We do recommend the President's recommendation of $1.5 million. Thank you very much for the privilege of appearing before you.

[The statement follows:]

STATEMENT OF GARVIN H. WHITE, PRESIDENT OF THE BOARD OF DIRECTORS, KINGS RIVER CONSERVATION DISTRICT, CALIFORNIA

My name is Garvin H. White and I am President of the Board of Directors of the Kings River Conservation District of Fresno, California. I am appearing today in support of the Redbank-Fancher Creeks Flood Control Project.

My purpose before the Committee is to request that federal funding to support construction design be included in the budget for the 1983-84 fiscal period in an amount not less than the $1,500,000 currently provided in the President's proposed budget.

The Redbank-Fancher Creeks project was initially identified in the Big Dry Creek project investigation authorized by the Congress in 1940. In 1956, the Congress specifically authorized the flood control project investigation for the Redbank and Fancher Creeks stream system. Unfortunately, federal funds for the investigation were not appropriated until Fresno County was declared a part of the 1969 California disaster area. Since that time, however, the Congress has made funds available to meet the Corps' needs in the project investigation. That investigation is now complete and identifies the need for the project, proving it to be both economically justified and environmentally sound.

Noteworthy, is the fact that the Redbank-Fancher Creeks project is one which is economically justified on the basis of flood damage prevention alone. Though other benefits accrue from the project, they are not required to produce a positive benefit-cost ratio. When constructed, the project will provide protection to 57,000 acres containing a population in excess of 120,000 people at a benefit-cost ratio of 1.3 to 1.0. Total estimated average annual flood damages exceed $11,000,000 and affect both urban and agricultural properties. The proposed works will also protect an open irrigation canal system which transverses 210,000 acres of the world's most productive agricultural lands, Fresno County's annual production exceeding one billion dollars. The project will control the historic flooding which has seen the stream and canal systems overtop their banks an average of once every four years since 1953.

In July 1980, the completed investigation report was forwarded to the Chief of the Corps by the Board of Engineers of Rivers and Harbors. The report was subsequently forwarded to the Secretary of the Army for transmission to Congress. The project has been included in authorization legislation passing the House of Representatives during two recent sessions of the Congress. Though not enacted, the specially worded authorization reflected the awareness of the Congress of the project's special needs. The project is now the object of S.630 (Cranston-Wilson) and H.R. 1813 (Pashayan, Coelho and Lehman) authorizing project construction. Congressional action effecting the requested appropriations is critical in that it will prevent additional delay, saving an estimated twenty percent in increased project costs.

I appreciate the privilege of appearing before the Committee and the past support the Committee has given the project. I respectfully urge your continued support and ask that my statement be made a part of the hearing record.

The Kings River Conservation District and the people of the central county area of Fresno County, California are deeply appreciative of the opportunity to have our presentation heard by the honored members of the Congress. While the Redbank-Fancher Creeks Flood Control Project is not large by some standards, it is critically important to the Fresno-Clovis metropolitan area which is the business center of the most productive agricultural county in the world; average production exceeding one billion dollars annually since 1974.

This statement has been prepared to substantiate and support the vital need for flood control works on Redbank and Fancher Creeks. These two uncontrolled natural streams are related to and are a part of the San Joaquin-Kings River Interstream Group which were included in the San Joaquin River Basin Survey by the Corps of Engineers for more efficient management of the investigations. The Redbank and Fancher Creeks study was removed from the Interstream Group and listed as a separate project when the South Pacific Division of the Corps forwarded the completed feasibility report and the required environmental impact study to the Board of Engineers of Rivers and Harbors in July 1977.

AUTHORIZATION:

The Congress, on June 13, 1956, authorized the Corps of Engineers to investigate the feasibility of a federal flood control project for the Redbank-Fancher Creeks stream group, following the major floods of 1955 and 1956. Unfortunately, funds were not provided and the Corps did not begin the investigation until the area had suffered its worst flooding in history during January and February of 1969. The release of funds and the start of the investigation occurred in July 1970, some fourteen years after Congressional authorization.

PROJECT LOCATION AND NEED:

Redbank and Fancher Creeks, their tributaries and related streams addressed by the proposed project, are located on the western slope of the Sierra Nevada. The watershed encompasses some seventy-five square miles and generates storm runoff which flows through the heart of the metropolitan area. The flows impact directly on the open irrigation canal system which transverses some 210,000 acres of the world's most productive agricultural land and 45,000 acres of a densely developed urban community with a population in excess of 350,000.

It is currently estimated that the flood plain to be protected by the proposed project includes 57,000 acres with a population of 120,000 and a market value in excess of 2.4 billion dollars. Total estimated average annual flood damages exceed $11,000,000 and affect both urban and agricultural properties.

HISTORY OF FLOODING:

As a result of the uncontrolled nature of the subject stream group, flooding has occurred frequently. Floods of record occurred in March 1938, December 1955, January 1956, January 1969, February 1969 and March 1978. In addition, available records indicate flooding of lesser severity occurred in 1952, 1958, 1965, 1972, and 1977 with the streams and irrigation canal system overtopping their banks on the average of once every four years since 1953.

Although the recent floods which occurred in March 1978 and January 1983 were of a lesser magnitude than those of 1969, thousands of dollars in damages to private homes, public roads, irrigation facilities and hundreds of acres of prime agricultural lands were experienced. Such floods again demonstrated the urgent need for immediate construction of flood control works.

LOCAL SUPPORT:

Following the floods which occurred in January and February 1969, the Fresno Area was declared a part of California's disaster area. With the realization that millions of dollars in flood damages could have been prevented and that a recurrence of such floods would be even more devastating, a public hearing on the subject of needed flood control works was held on February 28, 1969. Hundreds of the community's citizens representing some seventy-five public and private organizations met and drafted resolutions to the U.S. Army Corps of Engineers and legislative representatives urging the active pursuit of Redbank-Fancher Creeks flood control project. Subsequently, the County of Fresno, the Cities of Fresno and Clovis, the Fresno Metropolitan Flood Control District, the Fresno Irrigation District, and the Kings River Conservation District authorized direct work with the Corps of Engineers and the Congress to secure adequate flood protection for the Fresno-Clovis metropolitan area.

In an effort to ensure the availability of lands needed for the required flood control structures, the County of Fresno acting jointly with the Fresno Metropolitan Flood Control District did, on October 22, 1974, effect open-space and conservation zoning of approximately 500 acres. More recently, the Cities of Clovis and Fresno, the County of Fresno, and the Fresno Metropolitan Flood Control District, have signed contracts appropriating $335,000 per year to acquire the necessary project lands.

ENVIRONMENTAL CONSIDERATIONS:

Upon completion and distribution of the Draft Feasibility Report and Draft Environmental Impact Statement, a public hearing was held within the project area by the Fresno Metropolitan Flood Control

District, the local project sponsor, and the U.S. Army Corps of Engineers. Testimony submitted during the subject hearing indicated that there are no areas of controversy associated with the project or its limited environmental impact. In summary, the testimony received confirmed the accuracy of the Draft Environmental Impact Statement in identifying only limited impacts and the adequacy of the proposed mitigation measures. It was also apparent that any adverse environmental impact which might be associated with the project during the brief construction period would be of a temporary nature and insignificant when compared with the permanent environmental and social benefits which would be derived by the construction of the needed works.

PROJECT FEASIBILITY AND FINANCING:

The completed report, supplemented by additional detailed studies, substantiates the need for the proposed project and identified strong economic justification. The project costs and benefits reflected in the completed report are as follows:

Total First Costs:	$72,600,000	
Average Annual Costs (7-5/8% Interest)		$5,850,000
Total Average Annual Benefits:		
Flood Control	6,388,000	
Flood Proofing Costs Reduction	369,000	
Recreation	833,000	
Total Average Annual Benefits		$7,590,000

Benefit/Cost Ratio 1.3 to 1

It should be noted that, while not included in the actual benefit calculations, the proposed project will also create significant beneficial effects in the areas of water conservation, groundwater management and wildlife enhancement.

The anticipated distribution of project costs between the Federal Government, the state of California, and the local sponsor is as follows:

Federal Government	$57,000,000
State of California	11,700,000
Fresno Metropolitan Flood Control Dist. (Plus Annual O & M @ $230,000)	3,900,000
Total Project Costs	$72,600,000

PROJECT STATUS REVIEW:

Review of the completed project report by the Division Engineer resulted in his concurrence with the investigative conclusions of the District Engineer.

Since the completion of the Division Engineer's review, additional study was undertaken at the request of the Board of Engineers, that additional study similar to that normally performed during the Phase I study which follows project authorization. Unfortunately, the additional study delayed the project for approximately two years causing an estimated seventeen percent increase in project costs.

During July 1980, the Board of Engineers of Rivers and Harbors forwarded to the Chief of the Corps of Engineers the completed project report and environmental impact report. The report was subsequently forwarded to the Secretary of the Army for transmission to the Congress.

The project has been included in legislation passing the House of Representatives during two recent sessions of the Congress. Though that legislation was not enacted, the specially worded authorization reflected the awareness of the Congress of the special needs associated with this project.

Legislation was again introduced in 1983 (S.630 by Senators Cranston and Wilson, and H.R. 1813 by Congressmen Pashayan, Coelho and Lehman) providing for final authorization. Timely action by the Congress effecting the necessary authorizations and appropriations will save as much as an additional two-year delay in the project, thereby saving the taxpayers further increased project costs.

CONCLUSION: REQUEST FOR AUTHORIZATION

On June 13, 1982, twenty-six years had elasped since Congress first authorized the proposed Redbank-Fancher Creeks Flood Control Project. The need for the project has been identified in a total of eight different studies and investigations performed at both the local and federal level. The project feasibility investigation completed in July 1977 confirms the project need and identifies strong economic justification for project construction. Further, the more advanced and detailed technical analysis performed for the Board of Engineers has confirmed the previous recommendations of both the District and Division Engineer of the Corps.

Because it is our belief that the proposed Redbank-Fancher Creeks Flood Control project has met all requirements for federal participation and meets all current standards of economic justification and environmental projection, we most respectfully urge the favorable action of the Committee and the Congress in authorizing the Redbank-Fancher Creeks Flood Control Project funding.

SACRAMENTO-SAN JOAQUIN DELTA WATER QUALITY STUDIES

STATEMENT OF JOHN DeVITO, GENERAL MANAGER, CONTRA COSTA WATER DISTRICT

Mr. DODSON. Next is Mr. John DeVito, general manager of the Contra Costa Water District.

Mr. DEVITO. May I present the president of our district, Mr. Craig Randall, and the vice president of our board, Mrs. Bette Bootman.

Would you convey a message to your colleague, Senator Hatfield, that Mr. Randall has the only claim to fame of having defeated the Senator in an election in Oregon. It was just a few years ago.

Senator BURDICK. I will break it to him gently. [Laughter.]

Mr. DEVITO. Thank you. Our president and vice president join me in thanking you for your continued appropriation for the Kellogg unit and the Los Vaqueros Resevoirs. These particular projects are located in an area of the State, we believe, that will contribute immeasurably to the water supply needs of 700 million people in the bay area.

We have the salt intrusion concerns of the San Joaquin Delta, and finally, from most of the State's population, we encourage it and thank you for your continued support.

[The statement follows:]

STATEMENT OF JOHN E. DEVITO, GENERAL MANAGER, CONTRA COSTA (CALIF.) WATER DISTRICT

Honorable Chairman and Committee Members, my name is John E. DeVito, General Manager of the Contra Costa Water District, a public agency of the State of California.

For over forty years, Contra Costa Water District by way of repayment contracts with the U.S. Bureau of Reclamation, has been responsible for the water supply for some 300,000 people, 23 industries that employ over 16,000 employees, and 150 small farms, through the Contra Costa Canal System, the first unit of Federal Central Valley Project. The District also diverted water from the Delta under a vested water right dating back to the 1930's prior to the CVP. We depend solely and totally on the Sacramento - San Joaquin Delta for our water supply.

Due to the USBR's over-commitment of the CVP water supply and build-ups in exports from the Delta, we are experiencing re-occurring increased salt water intrusion in the Delta, to a level that is adverse to public health, causes loss of certain industrial products, adds severe penalty treatment costs to all industry, and causes damage to irrigated plants.

These adverse effects on public health, industry and agriculture occurred during 1959 - 1960 - 1961, due to USBR operations, and occurred again during the 1976 - 1977 drought, due to the obvious over-commitment of the CVP. For 161 days in 1979 and 143 days in 1981, due to export pumping caused salt water intrusion, the Water District distributed notices to the County Health Department, doctors, hospitals, and the press warning of high sodium levels in the water supply. USBR statements indicate that these poor water quality levels will occur in the future during normal years.

Accordingly, Contra Costa Water District supports the conditions necessary to protect the beneficial uses in the Sacramento-San Joaquin Delta, San Francisco Bay, and Suisun Marsh as stated by the District and the California Water Commission with particular attention to:

No. 21	Sacramento Ship Channel Based on the letter of agreement between State and the Corps dated 3 February, 1981, as described in "San Francisco Bay to Stockton Ship Channel" (Item 34). Contra Costa Water District supports the funding of detailed engineering studies for deepening the Sacramento deep water channel, and urges the Corps of Engineers to proceed expeditiously with the program

to upgrade the capability of the Corps Bay-Delta Model to measure and record changes in salinity and other related matters.

No. 29 New Melones Lake

The Contra Costa Water District reaffirms its' position that the appropriations should be conditioned to provide that New Melones Reservoir shall be operated in accordance with the provisions of Decision 1422 of the State Water Resources Control Board. Contra Costa Water District support is contingent upon expeditious acquisition of riparian habitat and flood easements downstream of the dam, and resolution of downstream salmon problems related to release schedules, flow and temperature.

No. 34 San Francisco Bay to Stockton Ship Channel

DWR and the Corps have approved a letter of agreement dated 3 February 1981, regarding the deepening of the Stockton and Sacramento Ship Channels. It provides that DWR will not object to the Corps completing construction work on the Stockton Ship Channel. If studies and tests to be conducted by the Corps determine that deepening the channels will cause a significant or measurable increase in salinity incursion, the Corps will conduct model tests of mitigation measures, including a sill in Carquinez Strait, and will recommend implementation of such measures and an allocation of the cost between the Stockton and Sacramento Ship channel projects.

The Corps should determine the Stockton Ship Channel deepening project's input on the dissolved oxygen problems in the San Joaquin River if any, and propose methods of mitigation if appropriate. We urge the Corps to complete an agreement with the Department of Fish and Game.

No. 46 Auburn Dam and Reservoir

The Contra Costa Water District supports economic, environmental and fish and wildlife studies recommended by former Secretary of the Interior.

The Contra Costa Water District opposes appropriations for construction of Auburn Dam until the following have been completed:

1. Congress has reauthorized Auburn Dam.
2. A memorandum of understanding or water service contracts for 75% of the water yield have been executed;
3. The Bureau of Reclamation agrees to comply with provisions of Decision 1400 of the California State Water Resources Control Board;
4. The State has approved the design of the dam finally selected.

The State Water Resources Control Board, Department of Water Resources and Bureau of Reclamation have executed an agreement dated July 16, 1979 providing for coordination of Water Rights, environmental impact statement review and federal project authorization.

No. 48 Folsom South Canal

Same conditions for Item 46.

No. 52 San Luis Drain

Due to recent USBR stated intentions on the location of the San Luis Drain point of discharge, Contra Costa Water District must expand its' position on behalf of the water supply integrity of not only the beneficial uses of the Contra Costa Water District, the Bay and Delta but on behalf of all California who must bear the economic and environmental consequences of an over-committed Federal and State water supply as follows:

Insert the following amendment in the 1983 Appropriations Act:

"Provided further, that construction of the Drain extension north of Kesterson Reservoir shall not be initiated, and the final point of discharge for the interceptor drain for the San Luis Unit shall not be determined until:

1. An NPDES permit for the proposed discharge to the Delta has been issued by State Water Resources Control Board and approved by Administrator, U.S. Environmental Protection Agency.
2. Any necessary treatment facilities and storage shall be in place and fully operable prior to initiation of discharge.
3. Sufficient storage shall be provided that, if and when necessary, discharge to Delta water could be limited to those times during the tital cycle when

the discharge would have minimum adverse impact on Delta water quality.

4. The Drain system is so designed, constructed, and operated that discharge to Delta waters could be stopped during critically dry periods.
5. Those entities discharging to the Drain are required to develop and implement conservation programs which will minimize the discharge of both water and pollutants to the Drain.
6. A continuing detailed monitoring program is developed.
7. Contra Costa Water District reaffirms in general its' opposition to new budget authority for the San Luis Drain until the Bureau of Reclamation agrees that the federal Central Valley Project and the State Water Project will be operated to meet the identical water quality standards in the Delta as incorporated in the Bureau's and State's water rights.

No. 59 - 64 San Felipe Division

Contra Costa Water District strongly urges Congress not to underfund or lower the budget level. More cuts will seriously disrupt the plans to meet the needs of Santa Clara and San Benito Counties.

The Contra Costa Water District urges the Congress to provide that diversions of water from the Delta by the Bureau of Reclamation be subject to federally approved Delta water quality standards.

No. 80 Feasibility Investigations
Kellog Unit Reformation
Delta Division

Consistent with the federal cost-sharing policy, Contra Costa Water District has urged the USBR Regional Director, Mid-Pacific Region, to develop a plan of study for Kellog Reformation that provides for in-kind contributions at Water District expense, and to the extent District contributions meet the requirements of federal law, regulations and policy, should be credited to project costs.

Contra Costa Water District supports funding of feasibility investigation of Los Vaqueros Reservoir and relocation of Contra Costa Canal intake. Los Vaqueros could also be used to provide an urgently needed standby or emergency water supply for other Bay Area water agencies such as East Contra Costa Irrigation District, Santa Clara Valley Water District, Alameda County Water District, Alameda County Flood Control and Water Conservation District Zone 7, East Bay Municipal Utility District, City of San Francisco, etc.

State and USBR have executed a memorandum of understanding dated December 12, 1980 regarding a joint investigation of the Los Vaqueros-Kellog project including relocation of Contra Costa Canal intake. Contra Costa Water District supports $10 ($10,000) for fish and wildlife studies.

No. 81 Shasta Dam Enlargement

State and USBR jointly undertaking investigation in accordance with 12/16/79 letter of intent. The State Water Resources Control Board, Department of Water Resources, and the Bureau of Reclamation have executed an agreement dated July 16, 1979 providing for coordination of Water Rights environmental impact statement and federal project authorization.

No. 84 Delta Support Studies
including Suisun Marsh

Bureau of Reclamation and Department of Water Resources agree operation of Central Valley and State Water Projects have adverse effects municipal, industrial and agricultural users as well as on fish and wildlife in the Sacramento-San Joaquin Delta and the San Francisco Bay Estuary. State Water Resources Control Board's Decision 1485 requires environmental studies be continued for use in future State water rights hearings.

Contra Costa Water District urges full fundings for these studies including efforts in the Suisun Marsh.

No. 88 Environmental and
Interagency Coordination
Activities, Mid-Pacific
Region

No. 89 Fish and Wildlife
Management Study

No. 90 Wind Energy Study
Central California-Neveda

Contra Costa Water District supports funding adequate to accelerate the investigations for Items 88, 89 and 90.

No. 92 Central Valley Conservation
Study

Contra Costa Water District supports preparation of a water conservation plan by the Bureau of Reclamation as requested by Governor Brown in his July 18, 1980, letter to former Secretary of the Interior. State Water Resources Control Board supports the study. In response to a Governor's Executive Order, California is spending about $950,000 on water conservation in service areas of the State Water Project.

No. 94 San Francisco Bay
Area Regional Water
Reuse Study

Contra Costa Water District supports funding of a reuse study destined to a feasible project implementation.

In summary, our comments in the past and specifically at this time, recognize and commend the wisdom of the Congressional enactment of Public Law 95-46 -- The San Luis Task Force Study -- which study "points to the need for profound changes in Bureau of Reclamation procedures in some instances and legislative changes in others".

Please accept our appreciation for this opportunity to appear, and may this statement be made part of the record.

COLUSA COUNTY WATER DISTRICT LOAN

STATEMENT OF LEE EMRICK, ENGINEER-MANAGER, COLUSA COUNTY WATER DISTRICT

Mr. DODSON. Next we have Mr. Lee Emrick, engineer-manager of the Colusa County Water District.

Mr. EMRICK. Thank you. Mr. Chairman, the President's budget contains an item for $2 million for our water district to continue design and construction of its agricultural water delivery system.

Initial funding for this Public Law 84–130 loan project is included in the jobs bill. We respectfully request your approval of this item as we have taken steps to advance district funds to speed up the flow of Federal moneys to the job market.

Thank you.

[The statement follows:]

STATEMENT OF CLOYDE L. EMRICK, MANAGER, COLUSA COUNTY WATER DISTRICT, CALIFORNIA

SUMMARY

The President's budget contains a Bureau of Reclamation item of $2 million for the water district to continue design and construction of its agricultural water delivery system. Initial funding for this Public Law 84–130 loan project is included in the jobs bill. We respectfully request your approval of this item as we have taken steps to advance district funds to speed up the flow of Federal moneys to the job market.

I am Cloyde Emrick, manager of the Colusa County Water District in the service area of the Tehama-Colusa Canal, Sacramento River Division of the Central Valley Project.

The President's budget contains appropriations of $2 million in 1984 for funding a Public Law 84–130 loan program for the Colusa County Water District. The district is in northern California and was formed in 1954 to receive water from the Tehama-Colusa Canal and distribute it to 40,000 acres of rich agricultural land. The Central Valley Project water augments the local ground water supplies and is essential to achieve the full productivity of our farms.

The district is comprised of small family farms which have been handed down for generations, many predating the accomplishments of the Central Valley Project. The 1980 completion of the Tehama-Colusa Canal within the district marked a long-awaited milestone. When canal construction began in 1965 our district signed a 9(d) contract for a $14.8 million loan to build our distribution system. Rising costs between 1965 and the present have eroded that dollar amount to the point that it will now provide only two-thirds of our district with the necessary supplemental water supply. As construction funding from the 9(d) contract is exhausted in 1984 the Public Law 84–130 loan will take over to complete the remaining one-third of the system.

This project is numbered among those included in the current jobs bill. The district has already initiated a design effort to insure a rapid disbursement of available funding to the job market. The signing of a loan contract between the Bureau of Reclamation and the district is the only process which could delay the program implementation.

Our landowners are faced with failing ground water supplies and loss of large investments spent on development of their lands in expectation that water would be available unless water is made available soon from the Tehama-Colusa Canal. Additional water sales from the completed system will bolster repayment of the U.S. investment in the Tehama-Colusa Canal and contribute to the Nation's foreign exchange requirements through export of produce grown.

The people of our district greatly appreciate the assistance the Federal reclamation program provides and your committee's past support in financing the irrigation facilities.

OAKDALE IRRIGATION DISTRICT LOAN

STATEMENT OF TOM VAN RUITEN, DIRECTOR, OAKDALE IRRIGATION DISTRICT

Mr. DODSON. Next is Mr. Tom Van Ruiten, who is president of the Oakdale Irrigation District.

Mr. VAN RUITEN. Thank you, Mr. President.

I appear before you today to let you know of the urgent need of a small project in Oakdale, Calif., for money to begin rehabilitation of our water delivery system. The Oakdale Irrigation District applied for a loan of $50,000 for fiscal year 1983 under the Public Law 84–984 program of the Water Commission of the Bureau of Reclamation and testified in favor of this loan before your committee. It is listed as one of the projects that should be funded by the 1983 jobs bill, and in an appropriation for the 1984 budget of $3,070,000, I would like to urge that the Oakdale Irrigation District receive this relatively small amount of money for this project.

Unemployment in Stanislaus County, in which Oakdale is located, is presently 23.8 percent, one of the highest levels in the Nation.

Surely, few areas in the country can make a more legitimate claim for assistance. In addition, the Oakdale project fits the agricultural purpose of the Public Law 84-984 program.

The loan would be for work to alleviate 180,000 feet lost through evaporation. Finally, the money would work for energy conservation and improvement in water management.

I hope you will consider this request favorably.

Thank you.

[The statement follows:]

STATEMENT OF DOMINGO TOSTE, PRESIDENT OF BOARD OF DIRECTORS, OAKDALE IRRIGATION DISTRICT, CALIFORNIA

We thank the committee with our deepest appreciation for inclusion of our project in the jobs bill.

The Public Law 84–984 loan application is in Washington, D.C., and we understand will be submitted to the authorizing committee momentarily.

Commissioner Broadbent testified before your committee and listed the Oakdale Irrigation District as one of the loan projects in the 1983 jobs bill summary. He also stated that the Bureau has the capability to handle the project.

The submittal to the committee included $500,000 for fiscal year 1983, but, at this late date, the Oakdale Irrigation District can only use $50,000. With the $50,000 and our funds, we can begin design and award contracts for construction during fiscal year 1984. Our Federal funding requirements are:

Fiscal year	
1983	$50,000
1984	3,070,000
1985	4,872,000
1986	5,604,000
1987	4,249,000
Total	17,845,000

We have attached a general description of the project for your information. Please note the district's financial contribution in this program is 23.8 percent.

The Oakdale Irrigation District respectfully requests that $50,000 be allocated in the jobs bill to fund this project in fiscal year 1983 and $3,070,000 in fiscal year 1984.

Thank you for your assistance in this matter.

OAKDALE IRRIGATION DISTRICT PUBLIC LAW 84-984 LOAN APPLICATION

Purpose:	Rehabilitation of the irrigation distribution system.
Date:	Revised copy resubmitted by Chairman Hill on Dec. 10, 1982.
Total program:	Total. $22,089,000.
U.S. BOR loan:	$17,845,000.
District contribution:	$4,244,000.
Interest (in dollars):	$47,000 during construction for 5 acres or less.
Total interest:	$595,000.
Loan repayment:	15 years, beginning first year following construction.
Planned improvements:	64 miles of cast-in-place pipe 30 by 36 by 42 inches; 2 miles of main canal to be cement lined.

THE OAKDALE IRRIGATION DISTRICT

Formed:	1909.
Location:	Oakdale and surrounding areas—Stanislaus and San Joaquin Counties
Land area:	72,000-plus acres.
Population served:	Approximately 30,000.
Water source:	Stanislaus River.
Water rights:	327,000 acre-feet.
Governing body:	Five-member board elected by division.

YUBA COUNTY WATER AGENCY LOAN

STATEMENT OF DOUGLAS WALTZ, DIRECTOR, YUBA COUNTY WATER AGENCY

Mr. DODSON. Next is Mr. Douglas Waltz, who is on the board of directors of the Uba County Water Agency.

Mr. WALTZ. Thank you for this opportunity to appear before you. With me I have Mr. George Deveraux, director of the Yuba County Water Agency.

Our main request at this time would be that the President's requested budget for $3 million be raised to $8.4 million. We ask for 7,000 jobs in the jobs bill, and we thank you very kindly for that.

We would like to have our appropriations raised to $8.4 million in the loan request with a hopeful matching bond money which is approximately 25 percent of the project to keep our project on schedule. Thank you very much.

[The statement follows:]

STATEMENT OF DONALD R. FROST, ADMINISTRATOR, YUBA COUNTY WATER AGENCY, CALIFORNIA

The Yuba County Water Agency's completed application for a Public Law 84–984 loan to build the long-needed south county irrigation project was forwarded to the Commissioner of the Bureau of Reclamation in February 1981.

The proposed budget for fiscal years 1983 and 1984 includes $3 million for the project. It is urgently requested that the amount be raised to $8.4 million. The latter amount is recommended in the application report and will permit the completion of the project in accordance with the proposed schedule.

The project appears to be consistent with several national goals:

1. All of the Federal funds will be repaid directly from the project revenues.
2. The jobs provided during the construction period will provide significant benefits to northern California's depressed economy.
3. Agriculture in the area served by the project is threatened with drastic reduction because ground water supplies continue to decline at an ever-increasing rate. The completed project will assure continued long-term economic stability of the area by providing a new and reliable source of water.

The project is described in more detail in the following paragraphs.

Proposals to provide Yuba River water to southern Yuba County were developed as early as 1954. A diversion dam and canal system were included as part of the agency's New Bullards Bar project, which began operation in 1969. However, lack of available funds caused deletion of the south county irrigation facilities from the first-stage hydroelectric and irrigation project. The agency still holds the permits for the south county project water which will be supplied from storage in New Bullards Bar Reservoir.

The 104,500 acre-feet of irrigation water that will be provided annually by this project is only sufficient to balance the present overdraft which now occurs. The reduced use of pumps will save 8 million kilowatt-hours of energy per year.

Ground water levels have dropped nearly 80 feet during the past 60 years. Current overdrafts result in lowering ground water levels an average of more than 4 feet per year. If the rapidly declining supply of ground water is not replaced with surface water, production of agricultural products must be curtailed. Rice, one of the United States most important export crops, will be the principal crop affected by the production loss.

An additional 13,400 acre-feet will also become available for domestic use at Beale Air Force Base and to two nearby developed communities having a combined total permanent population of 36,000. Those areas are now experiencing ground water quality problems.

The Public Law 984 project will include mitigation measures to compensate for the loss of fish and wildlife habitat.

A summary of the most important features of the project are listed below:

—Diversion structure on the Yuba River, consisting of inlet structure and fish return system.

—A 5.7-mile main canal from the diversion structure to the north boundary of Beale Air Force Base.

—A 16.2-mile Beale canal across Beale Air Force Base then along its southern boundary and South Beale Road to the intersection of South Beale Road and State Highway 65. This canal would serve approximately 23,200 acres.

—A 4.8-mile canal along the north boundary of Beale Air Force Base to the western tip of Beale to the North Beale Road. This canal would serve approximately 11,800 acres and provide domestic water for the populated areas.

—Approximately 57 miles of distribution system canals to be operated by the participating districts and serving a gross area of about 35,000 acres.

The California Water Commission unanimously supported the project which is scheduled to be funded as follows:

Fiscal year	
1983	$600,000
1984	8,400,000
1985	12,500,000

The Yuba County Water Agency acknowledges its obligation to raise its matching share of the funds $6,636,000 and respectfully requests formal action by your subcommittee to authorize the Federal appropriations.

ADDITIONAL PREPARED STATEMENTS

Mr. DODSON. Is Jon Edson here from Mojave?

Apparently he has had to leave.

Mr. Chairman, believe it or not, I have run out of witnesses. [Laughter.]

It is 27 minutes after. I want to thank you very much for this. This has been a long and tiring afternoon for you. It has just now gotten comfortable in here, but we thank you very much for your attention and for your support. I want to thank the witnesses also for their tremendous cooperation through the commission this year. We very much appreciate it.

Senator BURDICK. Thank you all. Any additional statements that you have or are submitted will be placed in the record at this point.

[The statements follow:]

Statement of Contra Costa County, Calif., and Contra Costa County Flood Control and Water Conservation District

SUMMARY

Project	Requested Amount	Remarks
1 - Walnut Creek	$4,700,000	Construction - President's Budget Recommendation -California Water Commission #39
2 - Wildcat-San Pablo Creeks	$320,000	Planning - President's Budget Recommendation - California Water Commission #40
3 - Walnut Creek Basin Restudy	$100,000	Planning - Corps of Engineers' review of locally prepared project reports - California Water Commission #18

We, the Contra Costa County Board of Supervisors, would like to express the appreciation of Contra Costa County for the accomplishments made possible by your Committee's past appropriations for flood control projects which have had far-reaching benefits to the people of this county. Today we offer testimony in support of appropriations for fiscal year 1983-84 on three projects as follows:

Construction, Walnut Creek Project

We support the proposed budget amount of $4,700,000 to continue this project. This amount will allow completion of the construction on the Galindo Creek Project and completion of plans and specifications for the San Ramon Bypass Project. These two creeks are major tributaries to Walnut Creek. During the recent heavy rains in California the improvements already constructed by the Corps of Engineers have shown the tremendous value of this program to our community.

Planning, Wildcat-San Pablo Creeks

We support the budgeted amount of $320,000 to complete the federal planning process for this project and to complete the preparation of plans and specifications for project construction. Flooding from these creeks occurred five times this year. The area flooded sorely needs rejuvenation. However, this cannot occur until we solve the continual flooding problem. The County Flood Control District, at a local cost, has prepared an Environmental Impact Study Report on an alternate plan of improvements for these creeks. The plan is equivalent to the authorized project in terms of capacity, and it is approximately 10% less expensive. The local community is solidly behind the proposed alternate including providing the local cost share. Further, the environmental impacts have been addressed and the mitigation measures are acceptable to all concerned.

Planning, Walnut Creek Basin Restudy

We support an allocation of $100,000 to provide funding for the Corps of Engineers to review project planning reports on the creeks authorized for study in the Walnut Creek Basin. The project planning reports are being prepared by the County Flood Control District at a local cost. They will address the various alternate plans available, their environmental impact, and the communities' comments on their acceptability. No federal expenditures are needed until the completed reports are submitted to the Corps of Engineers for their review and evaluation.

STATEMENT OF SAN DIEGO COUNTY, CALIF.

I am happy to have the opportunity to appear before you today to testify on behalf of the need for funding in the FY 1984 budget of the Corps of Engineers for the Sweetwater River Flood Control Project in San Diego County.

I wish to leave with you the following points which may help guide your deliberations:

1. The Sweetwater River Flood Control Project is, because of its location and design requirements, a joint flood control and highway improvement project.
2. The flood control and highway improvements which make up the project will result in substantial relief from future loss of life and property damage.
3. The project is truly intergovernmental in every respect, involving multiple units of government at the federal, State and local level.
4. As a result, delay by any one agency at any level of government could jeopardize the entire project.
5. Of critical concern is the danger that any further delay in the project at the front end could jeopardize some $46 million in Interstate highway funds which have been programmed for the last phase of the project.
6. Finally, for our purposes here today, it is extremely important that adequate funding for the Corps of Engineers be included in that agency's FY 1984 budget to permit the beginning phase of the project to move forward.

DISCUSSION

1. The Sweetwater River Flood Control Project is a joint flood control and highway improvement project.

This project involves construction of a 3.2 mile flood control channel at the mouth of the Sweetwater River in San Diego County. The channel will intersect a segment of Interstate Route 5 which is, in itself, in serious need of improvement. As a consequence, and because the Interstate Route 5 improvements require corollary improvements to Interstate Route 805 and State Highway Route 54, the project has been planned and designed as a joint flood control and highway improvement project. Substantial cost savings will be realized as a consequence of coordinating the flood control and highway components of the project. For example, channel excavation will provide fill material for required highway embankments; Interstate Route 5 will cross the proposed channel, and flood control bridges and appurtenant structures must be included as a part of the highway components of the project; the floodway, roadway, and marsh restoration requirements of the two components of the project are considered by the State Coastal Commission to be integrally related and to require a single "marsh restoration project" approval. Practically speaking, neither the floodway nor the roadway can proceed independently.

2. This joint project is necessary to prevent loss of life and property damage. The Sweetwater Valley and Paradise Creek Basin, areas which will be benefited by the proposed floodway channel, contain improvements valued at more than $115 million. These improvements include 87 residences, 23 commercial businesses, and 67 industrial facilities which lie within the storm overflow area to be protected by the project. Many of these businesses and residences have suffered severe damage in the past during flood conditions much less severe than would occur in a "100 year storm." The potential for loss of life and property damage due to flood is therefore very great in these low lying areas which would benefit from the project.

The segment of Interstate Route 5 which makes up a portion of this project lies between the cities of Chula Vista and National City. This two-mile stretch of highway has the highest number of fatal accidents per mile per year of any comparable "missing link" of Interstate highway in California. The overflow of traffic on to city streets caused by the vehicle congestion which characterizes this link of freeway has resulted in a substantial number of surface street accidents. Studies have indicated that more than 1,100 accidents will be avoided by construction of the project over the next 20 years. This link of Interstate Route 5 is one of two such links statewide that does not meet Interstate standards.

3. This project involves the participation and cooperation of multiple units of government at the federal, State and local level. The project involves the participation of the U.S. Army Corps of Engineers; the California Departments of Transportation, Water Resources, and Fish and Game, the County of San Diego; the cities of Chula Vista and National City; and the Port of San Diego. Financial participation in this project has been shared by the various agencies involved. For example, it is estimated that

45 percent of the funds required to complete the flood control component of this project will come from non-federal sources.

4. Delay by any one agency could jeopardize the entire project.

   As mentioned earlier, this project involves flood control and highway components which are integrally related. The various phases of the project must proceed in a coordinated fashion. Delay on the part of any one agency will have the effect of preventing other agencies from proceeding with their portions of the project.

5. Further delay in implementation of the project could result in the loss of substantial Interstate highway funds programmed for the later phases of the project.

   The California Department of Transportation has budgeted $8.6 million for the highway components of this project. Further, it has programmed $46.5 million in Interstate highway funds for the project. These Interstate highway funds must be obligated by the conclusion of the Interstate program in September of 1986. If any further delay is encountered at the front end of this combined project, it may become impossible to meet the 1986 deadline for obligation of these funds. The net effect would be the loss of a substantial element of funding for the combined project.

6. Adequate funds must be included in the FY 1984 budget of the Corps of Engineers to permit the beginning phase of this project to move forward.

   This project has encountered substantial delay related to requirements for mitigation of environmental impacts. At the present time, the Corps of Engineers is ready to file a record of decision on its Environmental Impact Statement for the project. At the same time, the California Coastal Commission and the California Department of Transportation are nearing agreement on a resolution of concerns expressed by the Commission with respect to the project's consistency with Coastal Act requirements. It is anticipated that resolution of that issue will be accomplished during the last week of April, 1983. In order that the Corps of Engineers may then commence its portion of work to be completed during Phase I of the project, it is necessary that $6.167 million be included in the FY 1984 Corps budget. It is for the purpose of securing this appropriation that we appear before you today.

CONCLUSION

For all of the reasons mentioned above, it is imperative that this project move forward expeditiously. The project, because of its complexity, has presented a monumental challenge to the capability of units of government at all levels to work together in cooperation. The agencies involved have met that challenge. Their cooperative efforts are now on the verge of bearing fruit. The problem is timing: As discussed above, this project, if it is to materialize, must move forward now. It would be indeed unfortunate if the intense planning, the effective communications, and the goodwill of the parties involved at all levels of government were to be frustrated by an inability to seize the opportunity to move forward in a timely fashion on this much needed project.

Thank you for the opportunity to share with you these remarks.

STATEMENT OF STUART T. PYLE, ENGINEER-MANAGER, KERN COUNTY (CALIF.) WATER AGENCY

My name is Stuart T. Pyle, and I am the engineer-manager of the Kern County Water Agency in Bakersfield, California. I appreciate this opportunity to appear before this Subcommittee to request your support of a $500,000 appropriation to continue the Corps of Engineers' Caliente Creek flood control studies in Fiscal Year 1984.

The Corps started its current Caliente Creek studies in 1979, after the 1978 flood that caused more than $4 million in damages. This year's flood flow from Caliente Creek, at 12,800 cubic feet per second, was more than twice the peak flow in 1978; and the flood damages we incurred were much more serious. The Caliente Creek flood flow very nearly shut down the Arvin-Edison Water Storage District's canal and caused about $3.5 million worth of damage. Last week the Kern County Office of Emergency Services conservatively estimated more than $45 million worth of damages attributable to Caliente Creek flooding -- a figure that includes damage to hundreds of private homes, county roads, businesses, agricultural lands, schools and other public facilities as well as almost $11 million that is being spent on flood fighting and emergency relief to private individuals. In addition, Caliente Creek flood flows washed out railroad tracks and bridges shared by Southern Pacific and Santa Fe railroads, and Southern Pacific officials say they expect the repair bills to total $10 million or more.

I'd like to also note that the Corps of Engineers has determined that 100-year flood peak on Caliente Creek is about 36,000 cubic feet per second, about three times as high as the 12,800 cubic feet per second recently experienced.

The Corps is presently in the second part of its three-stage study. Support for the Corps studies and for a flood control project is strong and active throughout the County. Local interests and county, state and federal officials have banded together to pursue a solution to the Caliente flooding problems, and are willing to participate in developing a feasible flood control plan. I can assure you that upon selection of a recommended and desirable project, the Agency is willing to attempt to form an improvement district in order to finance the local share of the costs of construction.

But first, these studies must be completed. Unfortunately, the President's Budget did not include funding to continue these studies beyond the current fiscal year, and if nothing is done work will stop in September, 1983. We request that you add funding in the FY 1984 budget for the Caliente Creek studies. This year we expect to be able to determine the best project alternative, and the $500,000 we are requesting for FY 1984 will be used to determine the feasibility of the selected alternative and for work on design and economic planning, including a draft feasibility report and draft environmental impact statement. Your support of this project and these studies would be most appreciated.

Thank you.

STATEMENT OF SHEILA LODGE, MAYOR, SANTA BARBARA, CALIF.

SANTA BARBARA STREAMS SURVEY (MISSION CREEK)

I am pleased to reaffirm support of the Santa Barbara streams survey (Mission Creek). In March 1982, the Santa Barbara City Council passed Resolution No. 82-032 strongly endorsing surveys and planning for much-needed flood control improvements for Mission Creek.

Substantial areas of the city have been devastated by a number of major storms this century and as recently as January and February of this year, considerable damage to residences and businesses was caused by flood overflows from Mission Creek.

We strongly urge the continued efforts for this project.

GOLETA STREAMS PROJECT

I am pleased to support the continuation of the Corps of Engineers efforts in the Goleta streams project and am pleased that the President's budget for fiscal year 1983-84 contains important funding for this project. Santa Barbara Airport, a major aviation facility for the entire southern Santa Barbara County, lies at the heart of the flood-prone area of Goleta.

It is important for the city of Santa Barbara, as well as for alleviation of potential flood hazards for the Goleta area, that this project progresses in a timely manner.

STATEMENT OF CATHY CUPPLES, OCEANSIDE, CALIF.

Dear Sir, I live along the San Luis Rey River in Oceanside, Calif.

You are now considering the approval of the Army Corps of Engineers plan to put up a levee system to control flooding. Last week, an industrialist, Alex Deutsch, testified against this plan. I am asking you to please hear my plea and approve the Army Corps plan.

In January 1980, the river washed away two-thirds of our backyard and threatened to destroy our house. Eleven other families living on my street were in the same danger. The Army Corps of Engineers saved our homes by pushing up sand and moving the river back to its natural course. (The river's course had been diverted into our homes to save a bridge that crosses our river and leads to Camp Pendleton.) You can surely imagine the terror we shared as the raging waters tore toward our homes. Thanks to the Army Corps, our homes were saved. But, even now, because of sand mining in our river, there is flow from the river that is eating away, inch by inch, the sand that now protects our homes. The Army Corps of Engineers plan is the only plan that will put a levee up behind our homes and stop the danger.

In January 1980, we, as a neighborhood, investigated putting up our own levee, but at $60,000 or more per family we could not afford it.

Mr. Deutsch's plan does not include any levee for our 12 neighborhood homes nor the many other homes along the river upstream and downstream from us. We, as homeowners, have gone to city council meetings to oppose his plan and the city of Oceanside has supported us. Mr. Deutsch's plan and his association only represent land that they own and want to sell to developers. They can afford to finance their own plan, and when they are done, they will recoup their money when they sell to developers. We homeowners have no such finances or prospects.

The Army Corps of Engineers knows our plight and wants to save our homes. Please let them do it.

We need your help. Please let the Army Corps of Engineers build their levee system on the San Luis Rey River, Oceanside, Calif. Please save our homes.

STATEMENT OF LARRY M. BAGLEY, MAYOR, OCEANSIDE, CALIF.

Honorable Chairman and subcommittee members, the city of Oceanside urges your support for the initiation of construction of the San Luis Rey River flood control project in fiscal years 1983 and 1984. This project is desperately needed to provide flood protection to 4,000 dwellings and numerous businesses within Oceanside's San Luis Rey Valley.

I recognize that many new construction starts have been held in abeyance while the administration and Congress attempt to agree upon a Federal cost sharing policy. The city has submitted a letter of intent to the Assistant Secretary of the Army for Civil Works in order to keep our project on schedule. However, unless the cost-sharing issue is resolved in a fair and equitable manner, the timely construction of many worthy projects, including the San Luis Rey River project, will be jeopardized.

Scientists are now telling us that California is entering a period of greater rainfall and, consequently, the probability of flooding along the San Luis Rey River is increasing. The city suffered $3 million in flood damages in 1978 and $2.23 million in 1980. Approximately $700,000 in damages have been documented this year. So, although the magnitude of these storms has not been great, the cumulative toll in property damages is substantial.

We respectfully request your approval of the California Water Commission's recommendation of $3 million for the first phase of the San Luis Rey River flood control project.

STATEMENT OF BEN AUSTIN, SUPERVISOR, SECOND DISTRICT, KERN COUNTY, CALIF.

Dear Mr. Chairman, I am Ben Austin, second district supervisor for Kern County. I thank you for the opportunity to appear before your subcommittee. The district I represent bore the brunt of the recent floods from Caliente Creek. It is our hope that you will support the funding level of $500,000 to continue the Corps of Engineers Caliente Creek studies in fiscal years 1983 and 1984.

The flooding we had in early March was the most severe of eight major floods to have occurred in our area during the past 50 years. I, along with my fellow supervisors, witnessed firsthand the devastation to residential areas, agricultural land and business, as well as public property. Preliminary estimates by our office of emergency services reflect total damage at upward of $44 million. There has been additional flooding since these figures were compiled. Thus, it should be assumed that the damage and cost factors will be substantially increased.

The anguish and stress experienced by thousands of area residents will be with us for some time to come. Damage to the private business climate, so dependent on the agricultural economy, will linger long after the floodwaters have receded. Throughout this ordeal one word has become descriptive of the situation—misery.

The Caliente Creek flood study was started after the 1978 floods which resulted in more than $4 million in damages. What we need, then, and are seeking, is the financing of the continued Corps of Engineers' study.

Support for the Corps studies is strong throughout the county. Local residents and elected officials (State, county, and Federal) are working together in pursuit of short- and long-term solutions to the Caliente flooding problem, and are willing to participate in developing a feasible flood control plan. More than 5,000 signatures have been gathered by local residents in support of our position. My fellow supervisors are committed to coordinating and participating in cost sharing, but will need to know what the possible formulas are before committing economic resources. Every county water entity has indicated their support for this effort with the Kern County Water Agency in the lead role for the entire county.

I am confident that you understand our need for flood control study completion and that you will give the Caliente Creek study every consideration. The $500,000 needed to continue the Corps flood control study will certainly be a step toward resolving this recurring problem. Again, we on the Kern County Board of Supervisors are committed to ending this flood situation and appreciate your time and consideration.

STATEMENT OF STUART T. PYLE, ENGINEER-MANAGER, KERN COUNTY (CALIF.) WATER AGENCY

Dear Mr. Chairman and members of this subcommittee, my name is Stuart T. Pyle and I am the engineer-manager of the Kern County Water Agency in Bakersfield, Calif. I appreciate this opportunity to appear before this subcommittee to request your support of a $500,000 appropriation to continue the Corps of Engineers' Caliente Creek flood control studies in fiscal year 1984.

The Corps started its current Caliente Creek studies in 1979 after the 1978 flood that caused more than $4 million in damages. This year's flood flow from Caliente Creek, at 12,800 cfs, was more than twice the peak flow in 1978: and the flood damages we incurred were much more serious. The Caliente Creek flood flow very nearly shut down the Arvin-Edison Water Storage District's canal and caused about $3.5 million worth of damage. Last week the Kern County Office of Emergency Services conservatively estimated more than $45 million worth of damages attributable to Caliente Creek flooding—a figure that includes damage to hundreds of private homes, county roads, businesses, agricultural lands, schools and other public facilities, as well as almost $11 million that is being spent on flood fighting and emergency relief to private individuals. In addition, Caliente Creek flood flows washed out railroad tracks and bridges shared by Southern Pacific and Santa Fe Railroads, and Southern Pacific officials say they expect the repair bills to total $10 million or more.

I'd like to also note that the Corps of Engineers has determined that 100-year flood peak on Caliente Creek is about 36,000 cfs, about three times as high as the 12,800 cfs recently experienced.

The Corps is presently in the second part of its three-stage study. Support for the Corps studies and for a flood control project is strong and active throughout the county. Local interests and county, State, and Federal officials have banded together to pursue a solution to the Caliente flooding problems and are willing to participate in developing a feasible flood control plan. I can assure you that upon selection of a recommended and desirable project, the agency is willing to attempt to form an improvement district in order to finance the local share of the costs of construction.

But first, these studies must be completed. Unfortunately, the President's budget did not include funding to continue these studies beyond the current fiscal year, and if nothing is done, work will stop in September 1983. We request that you add funding in the fiscal year 1984 budget for the Caliente Creek studies. This year we expect to be able to determine the best project alternative and the $500,000 we are requesting for fiscal year 1984 will be used to determine the feasibility of the selected alternative and for work on design and economic planning, including a draft feasibility report and draft environmental impact statement. Your support of this project and these studies would be most appreciated.

Thank you.

STATEMENT OF C. E. TROTTER, ENGINEER-MANAGER, ARVIN-EDISON WATER STORAGE DISTRICT, CALIFORNIA

The Arvin-Edison Water Storage District serves 132,000 acres of prime agricultural land in the southeastern portion of the San Joaquin Valley. Flood runoff in Caliente Creek, which has a drainage area of about 480 square miles and enters the district from the north, has caused flood damage to agricultural and urban lands and improvements in the communities of Arvin and Lamont on seven occasions since development began in the area, the most recent of which was March 1983. In the spring of 1978, flooding from this source caused damage in excess of $4 million. Repair of the damage to district facilities alone as a result of flooding during March of this year, is preliminarily set at $3.5 million. In addition, approximately 7,500 acres of farmland within the district was flooded, the loss of crops and restoration of which, it is estimated, will be about $7 million. Restoration of district facilities and damaged farmland is now underway but the financial and physical scars of the 1983 flood will be with us for many years.

Those of us appearing before you today seeking funds for the continuation of the Corps of Engineers Caliente Creek study are gravely concerned for the future of our community. Data contained in a U.S. Corps of Engineers report, "Flood Control Hydrology Caliente Creek Stream Group, California," and later studies reveal some frightening statistics which indicate that the recent Caliente Creek flood flows and resultant damage to agricultural and urban lands can be exceeded eightfold. Of even greater concern is the very real potential for the loss of as much as 26,000 acres of agricultural crops in the area if the Arvin-Edison water distribution system is put out of commission for 3 or 4 months in the spring as a result of flood damage. The value of these crops could exceed $37 million, and damage to cropland and to the communities of Arvin and Lamont could easily exceed this figure. In addition, there is always the loss of a substantial number of jobs associated with such a disaster. Caliente Creek flooding must be controlled and the next step in that control is the 1983-84 funding of $500,000 for continuation of Corps of Engineers study.

Thank you for allowing me to appear before you today.

STATEMENT OF TWYLA THOMPSON, PRESIDENT, SACRAMENTO VALLEY WESTSIDE CANAL ASSOCIATION

The Sacramento Valley Westside Canal Association supports and respectfully requests fiscal years 1983 and 1984 appropriations for financing the projects summarized on the association's statement. None of the appropriations requested represent new projec but, instead, seek to complete projects vital to the security and management of water supplies in northern California. Certain of the projects, and in particular the loans to districts, are essential if the economic returns on previous investments are to be realized to their full extent.

Respecting the economic situation that exists at all levels of government, similar to last year, I will not be traveling to Washington to present the association's support for appropriations for authorized and ongoing water resource works in the Sacramento Valley, Calif. Important in the decision to not travel to Washington is the fact that interests of the association are represented by Congressman Vic Fazio, who understands fully the situation in the Sacramento Valley with respect to water supply and drainage.

In summary, the association supports and respectfully requests fiscal years 1983 and 1984 appropriations for the projects shown on the association's statement. The completion of these projects is extremely important for the Sacramento Valley in view of the lack of a consensus in California water policy at this time. Additionally, it is urged that the inclusion of the Oat Creek Reservoir as the terminus of the Tehama-Colusa Canal be considered due to its utility from the standpoint of overall system operation and water management.

Your attention and consideration of the association's request is appreciated.

SUMMARY

The Sacramento Valley Westside Canal Association supports and respectfully requests fiscal years 1983 and 1984 appropriations for financing the following:

[In thousands of dollars]

Item	
Tehama-Colusa Canal service area:	
Tehama-Colusa Canal	7,600
Tehama-Colusa Canal distribution system	225
Tehama-Colusa Canal fish facility	500
Permanent operating facilities	651
Loans to districts:	
Yolo-Zamora Water District	200
Colusa County Water District	7,900
Glide Water District	1,694
Corning Canal relift pumps, safety fencing	5,797
Orland project	4,750
Federal Central Valley project/State water project:	
Shasta Dam enlargement	1,600
Auburn Dam and Reservoir	5,100
Delta support studies	1,723
Cottonwood Creek	6,000

STATEMENT OF THE MOJAVE WATER AGENCY, CALIFORNIA

SUMMARY

> The proposed 1983–84 Federal budget includes $200,000 toward the funding of the Corps of Engineers request for $260,000 to begin a feasibility study of modifications to the Mojave River forsite dam. The Mojave Water Agency requests that full funding for the Corps' request be authorized in the 1983–84 Federal budget.

The Mojave River Dam was authorized by the 1960 Flood Control Act. The dam is on the Mojave River at the forks site just downstream from the junction of Deep Creek and West Fork of the Mojave River and about 14 miles south (upstream) of Victorville, Calif. The dam provides a degree of flood protection to the cities of Victorville and Barstow, to about 19,000 acres of agricultural land and to important arterial highways and transcontinental railroads that traverse the basin.

The dam is an earthfill structure with a height of 200 feet and crest length of 2,200 feet. The reservoir capacity is 89,700 acre-feet including 78,700 acre-feet for flood control and 11,000 acre-feet for sediment. The outlet works located in the left abutment of the dam is ungated. The reservoir reduces a standard project flood from a peak discharge of 94,000 cfs to a peak outflow of 23,500 cfs.

Mojave River Dam and appurtenances were completed in May 1971. Relocations and permanent operating equipment were completed in November 1974. The project is maintained by the Corps of Engineers.

Nearly all of the water used in the Mojave River basin is obtained by pumping from the ground water basins. Mojave River flows are the primary source of recharge of the ground water basins. However, water uses in the basin far exceed the available supply. Using data presented in a 1981 report prepared by the Southern District of California State Department of Water Resources entitled, "Alternative Water Supply Plans for the Mojave Water Agency," it is estimated that the ground water basins underlying the Mojave River are being depleted from a high estimate of 50,000 acre-feet annually to a low estimate of 33,000 acre-feet annually. The California Department of Water Resources report also points out that the average annual outflow at Afton (at the downstream end of the developed area) is estimated at 9,600 acre-feet, of which 8,700 acre-feet is storm flow and 900 acre-feet is rising ground water.

The Mojave Water Agency, representing the local area, contracted with the State of California for 50,800 acre-feet of water annually from the State water project. Of this quantity, it is estimated that 38,800 acre-feet would be used in the Mojave River basin. The agency is making substantial annual payments to the State in repayment of construction costs for the State water project, but has received only a small amount of water from the project. A delivery system including an aqueduct and laterals would be required for delivery of water to the required service area. The small amount of water already delivered was made by releases to the Mojave River from Silverwood Lake, the State holding reservoir on the West Fork of the Mojave River upstream from the Corps' Mojave Reservoir. Studies of a delivery system have been made by the Water and Power Resource Service and the California State Department of Water Resources, but no decision has yet been made by the Mojave Water Agency on the implementation of such a delivery system. They recognize that upon acceptance of State water, they will have to pay variable transportation costs, which would be very high; equivalent annual costs for variable transportation charges are estimated at about $150 per acre-foot (the equivalent annual cost reflects estimated present worth values of charges through the project repayment period of 1962–2035.

The Mojave Water Agency believes it essential to explore the potentialities of conserving local supplies that do not percolate into the ground water basin prior to accepting State waters. In addition, the State of California is exploring alternative means of developing additional sources of water. Construction to date on the California water plan does not provide sufficient yield to meet State contractual requirements. Additional sources of water will have to be found if future water needs of the State are to be met.

Releases from Mojave Dam are causing substantial damages to the levee system protecting the agricultural lands along the Mojave River. The levees are unrevetted; in some locations they are protected by pipe and wire fencing. The San Bernardino County Flood Control District provided local and Federal disaster costs related to repair of channel facilities damaged by past floods. Average annual damages are estimated at about $500,000.

Mojave River flow could be conserved at the existing Mojave Dam if suitable controls, such as gates, were constructed.

STATEMENT OF JERALD R. BUTCHERT, MANAGER, WESTLANDS WATER DISTRICT, CALIFORNIA

Mr. Chairman and members of the subcommittee, I am Jerald R. Butchert and I appear before you today as manager of the Westlands Water District. Our district lies within the service area of the San Luis unit of the Federal Central Valley Project, California.

I am here to request appropriation to the U.S. Bureau of Reclamation of the sum of $2 million to continue during fiscal year 1984, the ongoing study on the effect of the discharge of agricultural drainage water from the San Luis drain into the San Francisco Bay estuarine system.

Such studies were mandated by the California State Water Resources Control Board. The board has authority to issue a permit to the Bureau setting forth conditions for discharging effluent into the Sacramento-San Joaquin delta. For many years this committee has directed that disposal of those drainage waters be done in an environmentally acceptable manner.

Apparently funds for continuance of this work in fiscal year 1984 were omitted from the budget because a General Accounting Office report issued last summer concluded that its authorization in Public Law 95–46 could not be expended after fiscal year 1978. Public Law 97–377, approved December 21, 1982, cleared up the problem by providing, in part, as follows:

> SEC. 140. * * * *Provided*, That for clarification, funds in the amount of $31,050,000 authorized to be appropriated in fiscal year 1978 for continuation of construction of distribution systems and drains on the San Luis unit, Central Valley Project, under Public Law 95-46 shall remain available until expended * * *." (95 Stat. 1916).

Enactment of Public Law 97-377 came too late to authorize inclusion of funds in the budget submitted to Congress in January of this year. If funding for the San Luis drain at the proper level is to continue uninterrupted, action by the Appropriations Committee will be needed.

The schedule for issuance of the discharge permit is December 1984. In order to meet that deadline, you are urged to include $2 million in the appropriations bill for fiscal year 1984.

LETTER FROM DAVID SCHUSTER, MANAGER, STATE WATER CONTRACTORS

APRIL 1, 1983.

Mr. R. E. DODSON, *Chairman,*
California Water Commission,
Sacramento, Calif.

DEAR MR. DODSON: Your March 15, 1983, letter asked for the State Water Contractors reaction to the commission's recommendation to augment the Bureau of Reclamation's budget by $1,850,000 for the Shasta Dam enlargement investigtion. The State Water Contractors strongly support the commission's recommendation on this project.

The contractors were surprised to find that the President's budget contained no funding for the Shasta Dam enlargement investigation or funding for the San Francisco Bay studies which are needed to help determine the impact, if any, of enlarging Shasta Dam on the bay. The investigation had been a joint Federal-State project with all cost being shared on a 50/50 basis. The contractors hope the funding level proposed in the President's budget is not an indiction of a Federal decision to withdraw from this investigation.

As you know, the present firm yield of the State water project is approximately equal to the contractor's demand. The demand is projected to exceed the firm yield by as much as 1.2 million acre-feet in 1990 and 1.7 million acre-feet in the year 2000.

Therefore, the State Water Contractors are very interested in an enlarged Shasta Dam and its potential yield of 1.0 to 1.4 million acre-feet. If the Bureau of Reclamation should withdraw from this investigation, the State Water Contractors would be faced with the following options:

(1) Continue the present State funding level and stretch the time frame for the investigation from 7 years to 14 years; (2) double the State funds and complete the investigation without Federal participation; or (3) drop the investigation.

None of these options are particularly attractive. The State Water Contractors would much prefer an augmentation of the Bureau of Reclamation budget as recommended by the commission.

Sincerely,

DAVID SCHUSTER,
General Manager.

SAN LUIS REY RIVER FLOOD CONTROL PROJECT

PREPARED STATEMENT

Senator BURDICK. Is Alex Deutch in the room? Is Alex Deutch here? Alex Deutch to testify on the San Luis Rey River project.

Without objection, his statement is made a part of the record, then.

[The statement follows:]

STATEMENT OF ALEX DEUTCH, OCEANSIDE, CALIF.

A double levee plan 7.2 miles long was approved by this committee in 1970. By 1983, the plan has been so modified by the Corps of Engineers that it is almost totally unrelated to the old plan. Below are 10 reasons—brought about by changes in the original congressionally authorized plan—why the plan should be reviewed.

1. The original cost estimate was $6 milion in 1970. Today the cost estimate of the Corps of Engineers is $47 million.
2. In the new plan, the Corps has removed 3 miles of levee on the north side, which will leave 3 miles of land unprotected.
3. The total cost estimate of $47 million could be higher—the local share is $17 million or more—the local property owners are willing to construct protective levees at their own cost, thus saving the taxpayers the $47 million.
4. The Corps of Engineers insist on working on a project flood—300 to 500 years. The County of San Diego says 100-year flood control is sufficient—it is the U.S. flood control engineering standard. Why overdesign, especially in Oceanside?
5. Twelve thousand feet of levees have already been built. Wherever the levee is below 100-year standard, the property owners have agreed to correct to a 100-year flood standard.
6. The congressionally authorized plan of 1970 required 530-plus acres, the present, single levee the Corps plan requires 862-plus acres and protects 3 miles less of land. Why the additional 332-plus acres?
7. The local contractors agree and will build the Corps project flood levee for $120 per foot. Since 50,000 feet equals $6 million, or since $150 per foot equals $7.5 million, where is the other $40 million to be spent?
8. An example of the Corps design on ponding for the Foussat ditch, the Corps designated 32 acres for ponding. The amount required by a local hydraulic engineer is 5.5 acres—the hydraulic calculations were given to the local city engineers and to the Corps of Engineers. A disapproval of the 5.5-acre figure was requested from the Corps and city. To date, neither the city of Oceanside nor the Corps of Engineers have submitted a disapproval, in spite of repeated requests.
9. The last major publication—No. 4—of the Corps of Engineers displayed the Corps single-levee plan plus three other of the Corps plans. The congressionally authorized plan of 1970 was not included in the display, in spite of the fact that the local property owners all approve this plan and previous publications of the Corps have stated that the congressionally authorized plan was indeed the best plan. Also absent was a 100-year flood control plan which property owners requested. The deletion of these two plans was intentional.
10. In keeping with President Reagan's program for cutting Federal costs and putting more effort on participation of local areas, this entire project should be turned back to the property owners for completion—12,000 feet with minor improvements will meet or exceed the 100-year flood protection level—another 8,000 feet is ready for construction. Thus, 20,000 feet can be done to 100-year standards by August 1 of this year; the balance can follow. Besides, the city cannot raise its share of the money required by the Corps; not through a bond issue, not through the State, not from the property owners, who have done part of the job themselves and can finish the job at a fraction of the cost.

CONCLUSION OF HEARINGS

Senator BURDICK. That concludes the hearings. The subcommittee will recess and reconvene at the call of the Chair.

[Whereupon, at 3:28 p.m. Thursday, April 7, the hearings were concluded and the subcommittee was recessed to reconvene at the call of the Chair.]

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